

# the 6:53

June, 1990

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue # 89

## LIMA - A Long-time Supporter of Rail Passenger Service Gets Left Out, and The BIG Hole in the Middle of Ohio Gets Even BIGGER !

"The anticipated loss of train service in the city of Lima is a trauma that no one in Ohio has experienced in quite a number of years", so says one rail traveler in this western Ohio city. Fact is people of Lima and surrounding area have always been loyal users of rail service - most recent count is 18,000 passengers annually. A 1964 Official Guide notes that at least seven Pennsy passenger trains stopped daily in Lima, in addition to at least three which passed through. Another four trains a day on the B & O made a Lima stop, plus six on the EL. Lima has gone from 20 trains a day to four at present - and in the near future that will be wiped out to zero!

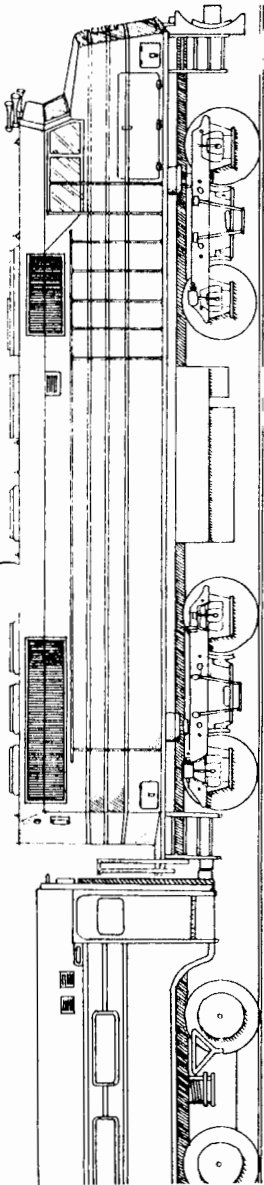
While there is much good news to cheer about when it comes to increased demand for rail passenger service, we join in lamenting the loss of rail service in Lima - which is equal to that of the demise of the NATIONAL LIMITED in the 1970s and the SHENANDOAH. A combination of rail, national, and economic issues will shortly wipe out Lima service - and sadly, it will not have been lost as a result of declining usage!

The big hole in the center of Ohio which is bereft of passenger rail service is getting bigger - take your map and measure it yourself - roughly 27,735 square miles in Ohio will have no rail passenger service. OARP needs to redouble its efforts in bringing back rail passenger service not only to Lima, but also to Dayton, Columbus, Springfield, and even more.

Voices from Lima have been many: from an area Task Force which includes some for whom rail travel is new, to Lima Mayor David Berger, to Amtrak employees, to OARP leaders, to the local newspaper. OARP member Duane W. Roller, who perhaps regularly rides the train out of Lima more than anyone else, has asked questions such as, why is the maintenance of the Fort Wayne Line so expensive? Why has the CSX route, surely the most unpopulated line in the midwest, suddenly become a viable passenger line? Why has Amtrak promised Fort Wayne connecting busses but has ignored Lima, which has almost the same business and a much higher per capita ridership? Should we not be careful that the worst thing which could come out of all of this is that rail supporter is set against rail supporter?

As reported this spring in the Lima News Mayor David Berger has been a major voice in the campaign to keep Amtrak service. He sent a letter to the Ohio Department of Transportation seeking its help, for he sees the loss of Amtrak as the first step in the total abandonment of the line. The Lima task force met on March 12 with Jolene Molitoris, deputy director of ODOT's rail transportation division, plus state Senator Robert R. Cupp, R-Lima, and state Rep. William E. Thompson, R-Delphos. In its May 11 edition the Lima News reported that the task force in Lima plans to appeal to the Attorney General for assistance, inasmuch as cities under a 1981 law do not

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have the right to litigate a relocation decision. Mayor Berger stated that they are filing the petition "because we have no other arena in which to appeal", adding that "I continue to receive mail from all kinds of people asking that we continue the process. They also tell me about their travels and how often they use the service."

Public support for Lima service reached a peak with a Mar. 23 rally at the Veterans Memorial Civic Center, sponsored by the Allen/Lima Leadership Alumni Group. Various speakers told about Lima's rail heritage and the need for continuing service. According to Al Wolf, both an OARP board and a task force member, "attendance at the rally exceeded all expectations.....no other community in recent years has fought harder to retain Amtrak service than Lima". Lima area OARP regional coordinator John H. Keller, Sr. has also been active. Lima people don't only talk about service - on the Mar. 23 weekend 250 individuals from the Lima area rode the BROADWAY and CAPITOL to Chicago to tell Amtrak their message. The Mar. 26 edition of the Lima News reported on the trip in a feature "Chicago train trip enlightens riders" by J. Hertenstein, "Aboard the Broadway Limited".

Al Wolf adds that "while it has been said that the efforts by Lima and the Rail Service Task Force to retain Amtrak service are coming too late, we note that other much larger cities in Ohio, which already have Amtrak service, and stand to gain more service, have a record of support for Amtrak that is disgraceful. We can only hope that the leadership in these cities will realize (and soon) that support of Amtrak on the same level they support their airports and airline service will be to everyone's best advantage".

You are encouraged to direct your comments and reactions on the Lima story to the officers of OARP - see the Directory on page 7.

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#### TOLEDO HAPPENINGS

by Larry George, Toledo Area  
Regional Coordinator

November's announcement of the CAPITOL LIMITED rerouting will double the number of east-west trains using the station, and speculation exists that other Chicago-Detroit trains will be extended to Toledo to connect with the CAPITOL. Persistent talk continues that the Boston and New York sections of the LAKE SHORE LIMITED may be split into two separate operations, perhaps with the completion of the New York City west side connection at Penn Station. Along with the trains themselves we know that at least one of Amtrak's Detroit offices will be moved to Toledo, and it is possible that Toledo will become a crew base for east-west trains. If this takes place, there would be plenty of action at Central Union Terminal - certainly enough to warrant Amtrak's staying there and improving the place.

On the minus side we note that CUT itself is looking ratty, to put it mildly. The glass doors in the entrance are sticking again, standing permanently half-open, and the paint in the entrance

passageway is peeling again. The platform is in atrocious condition - in places downright unsafe for passengers and employees.

One would hope that Amtrak will see fit to add personnel at Toledo with the rerouting - it has to be trying on Toledo agents, especially when # 48 runs late.

We note that Amtrak has made the addressing of late Chicago arrivals and departures a high priority. At the same time we are aware that the LAKE SHORE sometimes has made a late departure of up to 1 1/2 hours even on the days when the western trains were not very late! Perhaps it is time for OARP and NARP to press Amtrak for the resolution of the lateness problem. Sometimes the tardiness is blamed on equipment failures. We mention the need to resolve the Chicago late departure problems, because they inflict on us in Toledo a greater problem which is readily amplified, because the 12:30 a.m. scheduled arrival already is at a difficult hour. This problem tries the patience of even Toledo's loyal supporters and makes it difficult to recommend it to non-rail-oriented friends. Let's hope that with the reroute the timeliness problem and the CUT difficulties will begin to be resolved.

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VEEP NOTES Bill Hutchison, OARP Vice-President, has called our attention to a March 27 meeting which he attended at the ODOT Rail Division's office in Columbus. Bill reports that Scott Hercik of Michigan's DOT is proposing a new passenger train from Chicago to Detroit which would be extended to Toledo and Fostoria. This would increase Michigan's access to the east, and open Michigan for more Ohio folks. In commenting on the March High Speed Rail Compact meeting they agreed to seek the participating states' congressional delegations vote for \$ 20 million in startup money for equipment and that they act to form a national equipment pool (cars and locomotives) which allow easier expansion of state and Amtrak services. He adds that one of the basic expansions to be considered will be that of the WOLVERINE - Chicago-Detroit-Toledo-Cleveland-Pittsburgh. Bill adds that OARP's "hard work is beginning to pay off in many ways, most notably the increased openness and trust shown by all".

CINCINNATI - TERMINAL AND  
TRAINS ARE LOOKING UP

In addition to the possibility in a few years that the CARDINAL will go daily and Florida service might pass through Cincinnati, Amtrak definitely will be returning to the Cincinnati Union Terminal, possibly as early as this fall.

According to an April 4 story in the Cincinnati Post the Museum Center at Cincinnati Union Terminal has completed an agreement with Amtrak to bring rail service back to the terminal after an absence of almost two decades. Because of a \$55 million renovation the terminal will eventually house the Cincinnati Museum of Natural History, the Cincinnati Historical Society, the Robert D. Lindner Family Omnimax Theater, and a 9,300 square foot

special exhibits gallery.

U.S. Representative Thomas A. Luken (D-Ohio), who is Chairman of the House Subcommittee on Transportation and a supporter of Amtrak service, has also been a major proponent of bringing trains back to Cincinnati Union Terminal.

The April 10 Cincinnati Enquirer highlighted the press conference in which the announcement was made by Terminal President John Weld Peck, along with Rep. Luken, State Rep. William Mallory, Mayor Luken, and Doug Varn of Amtrak. According to the Enquirer CSX will donate \$500,000 to Amtrak for the renovation of the station.

Parking will be adequate, and comfort facilities will be readily available, all of which is quite a step up from the current River Road location which also suffers from inaccessibility.

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

Canton, Crestline, and Lima will soon lose all passenger train service for the first time in over 100 years. The pain and frustration of this impending loss have led some OARP members and others to lash out at Amtrak and Conrail and to criticize severely OARP for not joining in their condemnation. Although I share the anger and frustration over any service loss, it appears to me that Amtrak, Conrail, and the online communities are each victims of fundamentally faulty federal, state, and local transportation taxation and spending practices. I and other OARP leaders have been active in addressing these issues:

OARP's John Keller (who is a Lima Task Force member), Al Wolf, Tom Pulsifer, and I travelled to Ft. Wayne in February to meet with Lima's Mayor Berger and their Rail Service Task Force. Our presentation was applauded but ignored (for a copy send me an SASE with 45c postage).

In April Mark Carlson, Bill O'Brien, and I joined State Sen. Robert Boggs (Chairman of the Midwest Rail Compact), Jolene Molitoris of ODOT's Rail Division, and leaders from Pa., Mich., Ind., and Ill. in Washington to meet with federal legislators or their staff aides, key committee staff members, Amtrak and FRA officials to support full funding of Amtrak's \$684 million budget request and to explain the Midwest Compact's proposal for 3,000 route miles of additional Amtrak operated rail passenger services, extending from Chicago-St. Louis to Cleveland-Pittsburgh-Philadelphia. (see related story)

Mark Carlson, Jim Stevenson, Mark Adamcik, and I then spent three days participating in the NARP Board of Directors meetings. The agenda included

- a report by Director Alan M. Yorker on his successful efforts to get the Atlanta, Georgia Chamber of Commerce to organize broad support for Midwest-Florida trains service via Atlanta. (see related story)

- a presentation by Securities Analyst Isabel Benham on her rail industry restructuring proposal which would divide it into railway track owner/operating companies which provide "open access" to independent transportation service companies which could use the rails in the same way trucklines use toll roadways.

- Harriet Parcell's report on her successful efforts to enlarge and diversity "The Campaign for New Transportation Priorities" coalition of environmental groups and others in support of restructuring federal transportation spending, so that Amtrak and urban transit receive a larger share of the money.

Each of these efforts help reduce the effects of the funding and taxation bias which now forces railroads to struggle more vigorously to cut expenses rather than to pursue new business.

The Directory (page 7) contains two position changes: we no longer are listing someone as "Amtrak liaison", a person whom our members could contact about Amtrak rumors or questions. David Dawson has handled it well, but too many long calls on his 800 number

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created some difficulty. Questions about Amtrak or OARP business should be directed to your nearest coordinator. David is continuing as Hamilton-Middleton Coordinator. Benjamin F. Farah has assisted OARP with legal matters for a number of years. We recognize these efforts with appreciation and now list him in our directory as GENERAL COUNSEL. Ben has also consented to serve as OARP Secretary replacing Robert Boyce. Robert, thanks for your faithful service, and Ben, thank you for serving OARP also in this new capacity!

Where should I send my donations to OARP? Who keeps the membership records? When does the OARP meet? \*\* If your subject is money and OARP, communicate with George Bayless, our Treasurer \*\* Questions about membership go to Tom Pulsifer, Keeper of OARP's computer and membership records. \*\* Future meeting dates: June 30, OARP Board, Bun's Restaurant, Delaware, Ohio -- July 28, Members Meeting, possibly in Lima -- September 22, OARP Board, Bun's Restaurant, Delaware -- October 20, Members Meeting, location to be announced. If all else fails, call or write your OARP President or Vice-President.

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## **CLEVELAND-PITTSBURGH UPDATE**

**by Ken Prendergast, Cle-Pitt Project Coordinator**

Since April OARP has been working to locate funding sources to restore a track connection at Ravenna between the Conrail and CSX mainlines. Cleveland and Youngstown are 70 miles apart, between them is 69.3 miles of high-quality mainline. The remaining 0.7 miles is where the Ravenna Connection used to be. Without it Youngstown cannot be directly served from Cleveland by Amtrak. The price tag for restoring the connection could cost \$1.5 million. There is a general consensus among community leaders in Ravenna, Lordstown, Youngstown, and western Pennsylvania communities that the connection must be restored for passenger AND freight service.

I have sent a written request to the Ohio congressional delegation and to several federal legislators in Pennsylvania asking that they locate federal funds to restore the Ravenna connection. I have also written to appropriate Amtrak officials to seek information on the connection and to develop a more serious dialogue regarding this issue. I have invited Representative Eckart to help find financial support, and I have visited the site with various Portage County and Ravenna officials. Early indications are encouraging: letters and phone calls indicate there is unanimous support thus far, but there is a long way to go. In addition to the capital expense the real dilemma lies within the many complex operating issues yet to be resolved. But the Ravenna connection should be restored because the communities want it, and for that reason I believe this effort stands a good chance for success.

OARP members Mark Carlson, Howard Harding, Jay Hrechun, Youngstown Councilman Al Chance, State Representative Bob Hagan (D-Youngstown), and representatives of counties and communities from New Castle to Beaver Falls, Pennsylvania and I were invited to participate in an April 27 ceremony relevant to the CLE-PITT Project, namely the Tenth Anniversary celebration of the PENNSYLVANIAN (New York-Pittsburgh) hosted in a grand style by Amtrak and PennDOT. Westbound train #43 served as an anniversary special with a nine-car train (six cars made up the regular consist, the other three were for dignitaries and guests, with inspection car #10000 bringing up the rear). Speeches were made at stations along the route from Philadelphia to Pittsburgh. At the end of the day a ceremony was held inside an Amtrak equipment display at the Pittsburgh station. The display which remained open to the public for three days in the Pittsburgh station included sleeping cars, a Superliner coach and lounge car. Both the train ride and the Pittsburgh ceremonies gave OARP and others a perfect opportunity to promote once again the proposed Cleveland extension of the PENNSYLVANIAN. The mood of the day was decidedly productive and upbeat for the Cleveland-Pittsburgh effort .....

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A WORD FROM THE EDITOR ..... A few readers felt that we had featured Mayor Ungaro of Youngstown in our last issue because he appeared to have "stolen" the BROADWAY for Youngstown. Rest assured we chose (and admire) this Mayor for his long-time pub support and advocacy of Amtrak passenger service and for his efforts to bring the PENNSYLVANIAN into Ohio, a goal which has not been realized but may be getting closer. Mayor Ungaro was chosen for this feature long before the BROADWAY was slotted for Youngstown. Those who have followed the PENNSYLVANIAN story know that the good mayor has been an active political figure, both lobbying for Amtrak and cooperating with OARP - it is this active support which we applauded - we regret any other interpretation.

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**INTERVIEWING ..... David Dawson, TRAVEL AGENT .....**  
**..... with West Chester Travel in Cincinnati**

DAVID DAWSON has been a travel agent specializing in rail travel for the last two years after a number of years with Peoples Express airline. His interest in rail travel began as a student at Ohio University in Athens when he regularly rode the SHENANDOAH and joined OARP. The most popular rail travel packages which he sells are rail cruises to the west on the ZEPHYR and BUILDER, often circle trips. He tells us that about 70% of his departures are out of Indianapolis, with others leaving Lima and just a few out of Cincinnati: "the bad hours and the tri-weekly schedule of the CARDINAL are currently working against it". He specializes in private car charters. One is the "North Star", which handles 6 passengers and a crew of 2 ("open platform and great accommodations"). When asked what he would like to see next from Amtrak his immediate answer was "a daily CARDINAL, Chicago-Florida service stopping in Indy and Cincy, and then 3-C Corridor service". He would also love to see the HOOSIER STATE extended into Ohio, something which he says could be done in view of its current schedule.

David says he gets many inquiries from people who have never ridden the train, and from people who need transportation. For many the bus is inadequate, they don't drive, and air fares are prohibitive ("Amtrak RT coach from Cincinnati to Washington is \$130, while the lowest air fare is \$260!"). Amtrak's greatest need, he says, is more passenger cars - we need 150+ Superliners now. The best thing Amtrak offers now are the reliable, friendly on-board personnel - something you can count on regularly.

Even though accommodations are tight in summer, he does work with a waiting list and often finds space when large tour block reservations expire about two months before departure. David works hard at orienting first-time rail travelers to the intricacies of rail travel - "I do more than just sell them a ticket". For reading he recommends the "Rail Venture Guide Book", something which he gives to everyone who books a rail cruise through his agency. David is both an active worker for OARP, and an enthusiastic travel agent who loves his work, and shows it!

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HIGHLIGHTS OF THE OARP MAY 19 MEETING IN CLEVELAND

First session began at 10:30 a.m., Pres. J. Howard Harding presiding. Regional coordinators listed in April were rarified.

The BROADWAY and CAPITOL reroutes are still on hold - July 15 date will not happen because Amtrak-Conrail agreement has not been signed, due to questions about the costs in Cleveland - look for a fall date. Members were reminded that reroute of BROADWAY is not an Amtrak idea, but a Conrail idea - neither can afford track upkeep - OARP does not advocate reroute. Additional thoughts were shared about reactions in Lima. Suggestion made to invite the Mayor of Lima to our next meeting. Comment was made that a lower track speed for the BROADWAY was not a solution inasmuch as the running time is already too long. Members were reminded that the problem with the Ft-Wayne-Lima-Canton line was first raised in 1976 (and noted by OARP at that time), and that all parties and cities should have dealt with it in 1976 and 1981!

Midwest Compact is now becoming an "interstate compact" since the inclusion of New York. Another problem which needs to be addressed is the establishment of a passenger car pool for the various corridors. We need to get agreement between the highway and rail people, and work towards allocating some of the gas tax for rail transportation. Howard reported on the activities of the Compact and of the positive leadership role of Senator Boggs.

Re recent NARP meeting in Washington Mark Adamcik reported on need of Amtrak for stable funding, that the downfall of VIA in Canada was partially because of its management structure (which was not at all like Amtrak). Howard mentioned that the NARP reception was in the Washington Union Station, which gave good opportunity for one-to-one informal conversation, and that John Reilly, former FRA administrator, offered five "musts" for improving Amtrak - more equipment, change in appropriations system, replacement of Heritage cars, diversification of products and services, and new directions in marketing.

The election of officers was conducted by Al Wolf. The following were elected by voice vote: J. Howard Harding, President; Bill Hutchison, Vice-president; Ben Farah, Secretary; and George Bayless, Treasurer. Elected by voice vote as board members were Mark Carlson, Ron Myers, Al Wolf, Bill O'Brien, and Harold Wolff.

In reporting on High Speed Rail Jim Betts observed a major change in atmosphere in his most recent Washington trip - Amtrak has begun to show interest in high speed rail, and the government wants to hear from the people as to what they want.

After a delightful lunch for which the restaurant staff was duly thanked the afternoon session was called to order at 1:30 p.m. An update on the proposed Chicago-Florida service was presented. OARP needs an individual to represent our interests.

Ron Tober, general manager of the Greater Cleveland Regional Transit Authority, was introduced. When he came on board morale was bad, and major board-management problems existed. Now the general manager is the CEO, and the board is out of the day to day management activities - board focuses now on policy and planning and management goals. 10% of the county sales tax now goes into a capitol improvement fund. Citizens advisory committee has a strong role. In 1989 ridership was 65 million. Employees are involved in service and customer relation improvement programs. 63% of revenue is sales tax, 29% from fare box, and federal grants are increasing. RTA needs to grow and expand - network has not changed in 20 years. Station improvement and heavy rail reconstruction could cost \$ 300 million. Looking at downtown subway and relocating heavy rail routes, with dual hub, using a combination of light and heavy rail.

Roland Nessler, ODOT assistant director of transportation modes, was introduced by Howard. Working towards reallocation of states rail budget for both freight and passenger service. ODOT saved a segment of the Pittsburgh-Columbus corridor for possible future use. ASHTO and Transport 2020 testimony talked about other modes as well as highway. Expectation of the future for rail passenger service in Ohio is brighter than had been. RDF support is essential. We need to work for a national transportation policy which offers a "level playing field" for all transportation modes. [Thanks to Ben Farah for this summary!]



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

CHALLENGE 95

AKron	Chima Travel Bureau	(216) 867-4770
Canal Fulton	Massillon AAA Travel	(216) 854-6616
Cleveland	Ohio Motorists Association/AAA Travel	(216) 361-6080
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 Service	(800) 872-9724
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

"Challenge 95" is an Ohio transportation task force offering strategic planning on a regional basis. 35 members from the Miami Valley met on selected Tuesday evenings at Wright State University to address transportation issues - including airport concerns, truckers issues, and rail transportation. Goals included the development of a coordinated regional approach to planning, funding, and implementation of area transportation needs; assuring public and private partnerships; developing a regional public transportation system; better utilization of airports; upgrading existing roads. Topics of discussion ranged from "high speed rail systems" to "improved bikeways". Thanks to OARP President Emeritus Tom Pulsifer, who has been very active in "Challenge 95", for filling us in on this effort. He adds that "I would also encourage others to 'get involved' in this type of planning on the local level. I have found that if others perceive you as knowledgeable, sincere, and 'positive', your involved presence on such task forces is likely very welcome. Then you can indeed have input on the future."

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. --- Rev Apr 90

CHICAGO-FLORIDA AMTRAK STUDY UNDERWAY

Amtrak is studying the feasibility of a new train route between Chicago and Florida that may include service in Ohio. One route under consideration begins in Chicago and then travels through Terre Haute, Evansville, Indianapolis, Nashville, Chattanooga, Atlanta, before arriving in Florida. An inspection train was scheduled to travel this route in late April. The other route under study, and of particular interest to OARP, would begin in Chicago (the CARDINAL route) through Indianapolis, Cincinnati, and then N-S via Lexington, Chattanooga, and Atlanta, and then on to Jacksonville.

Congress, through an amendment to the 1990 transportation bill attached as a rider by Senator Fowler (D-Ga.), asked Amtrak to complete this study by the end of the year.

The Atlanta (Georgia) Chamber of Commerce is spearheading a coalition of chambers of commerce from Chicago to Miami to develop support for restoration of the midwest-Florida Amtrak service. A further coalition of congressional and state leaders and newspapers has been developing and gaining further support in recent weeks. According to the NARP the Atlanta Chamber has assigned a staff person to this project.

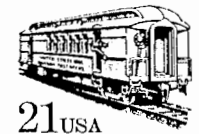
Because one of the proposed routes would go through Cincinnati, OARP has taken a special interest in this proposal. Mike Weber, our Cincinnati Regional Co-ordinator, has alerted the Cincinnati Chamber of Commerce and its Transportation Co-ordinator to this effort, in addition to the Ohio State Chamber of Commerce -- asking for their support and encouraging their participation in the June Atlanta conference. Mike also has been in contact with Representative Thomas A. Luken, Congressman Tom McEwen, Mayor Luken of Cincinnati, and the area County Commissioners. If you have connections with any people in these groups, let them know of your interest in bringing Florida service to Cincinnati, and encourage them to support it actively.

The overwhelmingly favorable support has prompted the Atlanta Chamber to schedule a strategy meeting on June 29 and 30 at the Westin Peachtree Plaza Hotel in Atlanta - speakers will include Senator Fowler and Amtrak Pres. Claytor.

BAGGAGE & EXPRESS . . . . .

@@@ The April 5 Wall Street Journal published a major, front page article about Amtrak and the "stern and demanding" management style of Amtrak President W. Graham Claytor, which has made Amtrak the popular and well-managed success which it is today. Other accents in the article include the proposed penny a gallon gas tax which would be earmarked for Amtrak, the work rule changes and labor relations, the management training program instituted by Claytor, and an interesting personal glimpse of Amtrak's number one spokesman and promoter. If you haven't seen it, visit your local library and look at it . . . . . @@@ Malcolm Ritchie, the OARP Akron-Canton Co-ordinator, indicates that the friendly and popular Canton Amtrak agents have been informed that they will be transferred to Akron when the re-route takes place. Malcolm recently had an excellent letter published in the Repository under the title, "Why Canton is about to lose Amtrak passenger service" - he traces the downgrading of the old Pennsy tracks since 1971, Conrail's need to be cost-effective and profitable, and the problems inherent with the lack of a balanced national transportation policy. Malcolm has also been in touch with US Representative Ralph Regula on behalf of funding for Amtrak, and has been assisting Alliance leaders as they plan for their Amtrak station and stop . . . . . @@@ Steve LaConte, OARP's Norwalk-Sandusky Regional Co-ordinator, sent us a note about himself (both a rail historian and a member of OARP since 1979!) and some current information: it looks like the relocated (and improved) Amtrak station at Sandusky could be ready by the end of summer - it will have a handicapped access ramp and will be only 3/4 mile from the entrance to Cedar Point . . . . . @@@ According to a brief article in the Alliance Review Conrail has told Amtrak that it cannot use the existing Alliance station for the CAPITOL when the rerouting begins, but that it can use the existing property site for the construction of a shelter. Mayor Francis Carr is quoted as saying that this decision leaves them with one option, and that is for them to build a structure which can be used by Amtrak patrons . . . . . @@@ Steve Klipfel, our Springfield Regional Co-ordinator recently spoke to the Springfield/Clark County Community Area Transit Coordinating Committee on the goals of OARP and how they might mesh with SCAT. He was well-received and invited to return in July . . . . . @@@ On June 7 around 6-6:30 p.m. there will be a meeting in Erie, Pennsylvania of folks who are interested in seeing the extension of New York Amtrak service from Buffalo to Cleveland - this includes folks from the Empire State ARP and others from Dunkirk, New York - if you want more info or wish to go, contact our OARP Vice-President Bill Hutchison . . . . .

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**SEND YOUR LETTERS NOW IN SUPPORT OF THE RAIL DEVELOPMENT FUND**

The Ohio Senate Transportation Committee has approved the Rail Development Fund language as an amendment to H.B. 349. Please send your letters ASAP in support of Amended House Bill # 349 to: State Senators W. Scott Oelslager, M. Ben Gaeth, Robert W. Ney, Theodore M. Gray, and William F. Bowen with copies to State Senate Pres. Stanley Aronoff, and to: State Reps. Patrick Sweeney and Robert E. Hickey with copies to State Rep. Otto Beatty, Jr., and State House Speaker, Vern Riffe.

**SENATOR BOGGS BACKS FULL AMTRAK FUNDING AND AFFIRMS SUPPORT FOR EXPANDED CONVENTIONAL-SPEED PASSENGER SERVICE**

On April 18, in a series of meetings in Washington, D.C., Midwest High Speed Rail Compact chairman (and Ohio Senator) Robert Boggs repeatedly told federal legislators, FRA, and Amtrak officials that he and other compact leaders support full funding for Amtrak and expansion of Amtrak-operated conventional-speed rail passenger services throughout the midwest. Compact leaders see such expanded service as necessary for the successful development of the high speed rail services which the Compact states seek to implement. Amtrak President W. Graham Claytor, Jr., told Senator Boggs that, although additional cars and locomotives are needed to reduce overcrowding on existing trains and routes before it can expand service, Amtrak would do everything possible to cooperate with the Compact. Boggs acknowledged the equipment problem, noted the Compact's support for funding to correct it, and emphasized that the Compact's initial proposals were for extensions of existing trains (PENNSYLVANIAN and a Chicago-Detroit train to Cleveland) to improve connectivity.

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

Updated: May 15, 1990

<b>PRESIDENT</b>	J. HOWARD HARDING, 489 Overwood Road, Akron 44313 . . . . .	(216) 867-5507
<b>PRESIDENT EMERITUS</b>	THOMAS PULSIFER, 1751 Wilshire Dr., Xenia 45385 . . . . .	(513) 372-9868
<b>VICE PRESIDENT</b>	BILL HUTCHISON, JR., 1931 E Prospect Rd, #401, Ashtabula 44004 . . . . .	(216) 992-9507
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<b>TREASURER</b>	GEORGE BAYLESS, 2422 South Patterson Blvd, Dayton 45409 . . . . .	(513) 293-8794
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# the 6:53

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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 on SATURDAY, JULY 28, hopefully in LIMA if arrangements can be worked out. Info and registration form will be sent under separate cover later in June.

DEADLINE: for the August issue -  
 July 15, 1990

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



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