

the 6:53

August, 1990

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue # 90

YOUR LETTERS OF SUPPORT FOR HB 349 ARE NEEDED NOW!

RDF, now known as the "Rail Freight and Passenger Initiative Fund" and identified as Amended House Bill 349, will dedicate revenues from the existing state rail excise tax to railway capital improvements for the benefit of freight and passenger services - permitting ODOT to expand its branch line assistance program and to contract with Amtrak for passenger service.

The Ohio Senate Highways and Transportation Committee is holding hearings which began at 9:30 a.m. on Thursday, August 2 in Columbus. Short, simple letters of support should be sent by all concerned parties ASAP - to the committee chairman, committee members, your own state senators and representatives.

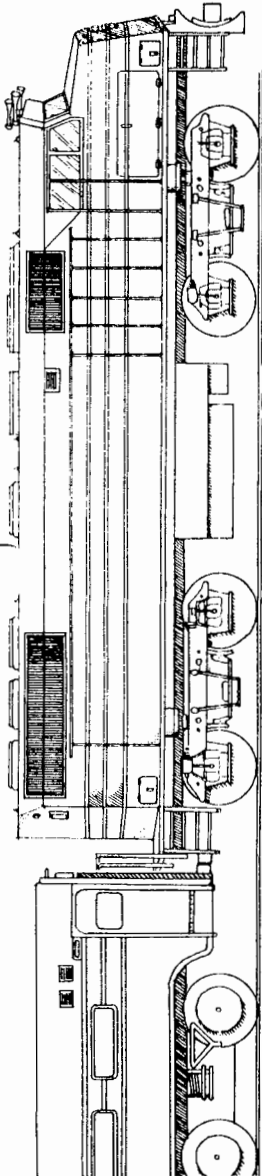
Send (and get others to send) letters of support to W. Scott Oelslager, Chairman, Highways and Transportation Committee, Ohio State Senate, Columbus, Ohio 43266-0604. Copies of your concerns should also go to your senator and rep. and to the other members of the committee: M. Ben Gaeth, Theodore M. Gray, Betty Montgomery, H. Cooper Snyder, Charles L. Butts, Robert Boggs, Lee I. Fisher, and Jan Michael Long. If any of these state senators represent you, get the word to them also: Stanley Aronoff, David Hobson, Richard H. Finan, Eugene J. Watts, Harry Meshel, Neal F. Zimmers, Eugene Branstool. Remember, if passenger service is to improve it needs funding, and passage of amended HB 349 is the best thing we have going. Get out the word to support it NOW! Letters to state senators go to State House, Columbus, 43266-0604, and to state representatives go to State House, Columbus, 43266-0603. THE MOST IMPORTANT THING ANY OARP MEMBER OR FRIEND CAN DO RIGHT NOW TO SECURE IMPROVED RAIL PASSENGER SERVICE IN OHIO IS TO WRITE AND WORK FOR THE PASSAGE OF AMENDED HB 349. DO YOUR PART NOW!

- OARP'S NEXT STEP - LOOKING AHEAD AND SETTING GOALS

In three years OARP will be 20 years old. Where do we want to be in 1993 when we celebrate our 20th anniversary as THE rail passenger advocate in Ohio? What specifically do we want to be promoting in the next three-year period? What are our longer-term goals, for the next six years or more? What are the issues, routes, and places for which we should go to bat? Who is the readership which we wish to address with our publications and promotional efforts?

We would like to be bold enough to suggest as we enter this three-year period prior to our 20th anniversary that OARP identify its goals and priorities in a process that leaves no doubt as to where our membership wants to be we heading. Rather than reacting to events and actions of others, should we not be pro-active?

At present we have three major near-term priorities: the Rail
(continued on next page)



Freight and Passenger Initiative Fund, the CLE-PITT project, and the 3-C Corridor. What are our priorities beyond these? Call them goals or objectives (terms used interchangeably by many), is it not time to systematically and very precisely (with details and timelines) spell out "what's next"?

If rail passenger service and Amtrak are to expand in Ohio, they will need equipment. In what way would we like Ohio to be involved in the purchase or lease of rolling stock? What do we have to do to bring about enabling legislation? What is our timetable and strategy for pressing forward on 3-C? As trackage is torn up and rail lines are abandoned, how would we like to support the state in setting aside property in a rail-bank for possible reclaiming in a future rail line?

Which communities in Ohio would like to be served by passenger rail transportation? Very specifically, which regions and what local communities should we be backing as they attempt to retain or reclaim passenger rail service? How can we identify people in state and local government who are supportive of our goals? How can we influence and even convert others? How will we pay for the efforts of OARP? Do we have a variety of means for financing our efforts?

Is it time to re-evaluate "the 6:53" in terms of its size, its contents, whether it should be written as though it were addressing only our members, or whether it should be written and directed at a broader readership in the state, such as government officials and civic leaders on all levels?

We tested this goal-setting idea at our Sugarcreek meeting on July 28 - the consensus was that the OARP membership should identify its priorities and set identifiable, measurable goals for the intermediate and long term. IF YOU THINK THIS IS A GOOD IDEA, THEN DROP A NOTE TO OR CALL AN OARP OFFICER OR BOARD MEMBER AND SAY SO! If you think that an extensive questionnaire should be composed which could be sent to the grass-roots membership to help identify these needs and prioritize them, then drop a note to or call an OARP officer or board member. If you would like to work on the task force composing the questionnaire, or if you would like to be on the committee which helps the OARP board shape the data gathered in the questionnaire into goals, then drop a note to or call an OARP officer or board member now!

The end result is that we would have a clear-cut direction as we head into our third decade, with ownership by the broadest sector possible. Well, what are you waiting for?

SUMMARY OF OARP'S JULY 28 SUMMER MEETING

Meeting was called to order by President J. Howard Harding at Swiss Hat Restaurant in Sugarcreek.....a record attendance was present, 66 at the meeting and a total of 76 staying for dinner and train trip.....a plea was made for members to get letters of support to our legislators ASAP, especially Committee Chairman W. Scott Oelslager for Amended House Bill 349 now known as the "Rail Freight and Passenger Initiative Fund" - "if we are to make any progress with rail passenger service in Ohio we need to find funding, and the use of the rail excise tax is the funding - support and passage are essential!".....Howard mentioned that OARP board members now have the consultant's report covering 3-C and Cle-Pitt - we need to get our response back to ODOT within a few days.....concerning the "Pan Handle line" Conrail has been trying to sell it - ODOT has intervened and insists that this 127 mile link between Columbus and Pittsburgh be sold intact.....a summary of David Dawson's report on the Atlanta meeting on behalf of proposed Chicago-Florida route was shared.....a report on the reroute was presented.....V-Pres. Bill Hutchinson and Director Al Wolf will be meeting with the Lima people on August 24.....the meeting concluded with various short reports, after which we enjoyed some wonderful Amish-style cooking, served family style in the Swiss Hat, the oldest restaurant in Sugarcreek.....after dinner we departed for the Ohio Central Railroad and our inspection trip via their steam train - we learned a lot about this railroad and Ohio, thanks to a delightful speaker/ conductor who was in our car for the entire trip.....FOR THE RECORD: this meeting location and trip were approved by the board at its last meeting - the record participation represents a very affirmative vote of the membership - we quickly learned that our host, the Ohio Central, and in whose cars we rode, is not a tourist line - but a bona fide active operating, short line freight railroad - our train had to wait at Baltic for a passing freight! - at least two freights a day run on it - local coal is one of the commodities - and we were informed that funds received from amended HB 349 can and will be used to support a freight line such as this. Remember, passenger trains today depend upon freight rails, and the large freight carriers need the branch lines such as Ohio Central - besides being a low-key summer family get-together for OARP members, it was also an educational trip highlighting local freight service and financing needs in our state.....Ohio Central over 100 years old, was originally known as the Valley Railroad, and then as the Cleveland, Canton & Southern Railroad, and eventually it became part of the Nickel Plate. Another section of this original route now known as the Wheeling and Lake Erie, which is not part of the Ohio Central, is being restored and refurbished for local freight service in Hartville and Kent and other communities - those travelling on Route 43 just north of Hartville saw the ballast and tie-laying machinery at work.

In northeast Ohio there is potentially good and bittersweet news.

The bittersweet news is that October 1 Amtrak will offer regularly scheduled passenger service between Cleveland and Pittsburgh by rerouting its CAPITOL LIMITED via the CLE-PITT Corridor. The first passenger train over this route in 26 years will travel between midnight and 4 AM. It may not be the only passenger train on this route for long.

On the sweeter side the resolution of the reroute negotiations will permit Amtrak to refocus its attention to the task of extending the NY-Pittsburgh PENNSYLVANIAN to Cleveland. I am optimistic about the prospects of getting this local-stop, daytime service between Cleveland, Pittsburgh, and the east coast, perhaps as early as spring. Why?

It is my understanding that Conrail is not opposed to having another Amtrak train on its busy double-track mainline between Cleveland-Pittsburgh. Amtrak has been very cooperative in responding to the single, unison voice of all the communities and organizations between Cleveland and Pittsburgh. Finally, it is this grassroots support for the PENNSYLVANIAN extension which has been the major reason for its progress and will hopefully play a major role in the growth of the service as well.

What is the condition of the tracks between Cleveland and Pittsburgh? Will any upgrading be needed? What is the pricetag for upgrading? In late June ODOT (Ohio Department of Transportation) hired a consultant, Gohman and Associates, to get some answers. Their study will identify upgrading needed to accomodate two daily round trips via Youngstown. ODOT is conducting this study with the hope that the Rail Development Fund (RDF) will soon be in place to pay for such infrastructure upgrading. (Have you written to your state legislators about the RDF?)

On June 22 I was invited to escort the G

& A Field Representative, Mr. Richard Lane, on his inspection of the CLE-PITT corridor. We departed downtown Pittsburgh at 10:30 AM and arrived in Cleveland at 9:00 PM. Along the way we stooped to talk with OARP members Jay Hrechun in Sewickly, PA, and John Ciccarelli in Girard, OH, both of whom provided Mr. Lane with some valuable insights which otherwise would have been missed. Thank you Jay and John. I also thank ODOT and G & A for giving OARP and me an opportunity to play a part in their information-gathering process.

As mentioned in the last "6:53" OARP has been focusing attention on a crucial piece in the CLE-PITT corridor: the abandoned "Ravenna Connection" located between Cleveland and Youngstown. Restoring the connection will permit Amtrak to travel directly between these two major cities, via Conrail to Ravenna and then CSX from Ravenna through Youngstown. A big boost to the project came on June 25 when, at OARP's urging, U.S. Congressman Dennis Eckart (whose district includes Ravenna) wrote to Amtrak President Graham Claytor. In his letter Congressman Eckart urged Amtrak "to conduct cost and engineering studies for the restoration and maintenance of the Ravenna Connection". Amtrak has indicated that it would prefer to operate the PENNSYLVANIAN extension via Youngstown, assuming the running time is not much longer than via Alliance. On the other hand Amtrak seems willing to keep the CAPITOL on the Alliance route to preserve the integrity of its schedule.

One final note.....OARP's Cleveland-Pittsburgh Special Project completed its first official year on June 1. To document this occasion OARP will be printing a limited number of our first Annual Report for the CLE-PITT Special Project. I hope to have these ready for distribution in August. If you would like to have a copy for yourself or to pass on to someone for whom this would be helpful, let me know promptly, ASAP!

AMTRAK RIDERSHIP AND ON-TIME PERFORMANCE

Amtrak has released ridership figures for the period October, 1989 through May, 1990. Comparison is made with the same period one year earlier. Chicago-Pittsburgh-NYC (BROADWAY) up by 6 %, Chicago-Cincinnati-Washington-NYC (CARDINAL) up by 18.8 %, Chicago-Pittsburgh-Washington (CAPITOL) down by .8 %, Chicago-New York/Boston (LAKE SHORE) down by 2.5 %.

"On Time Percentage" performance record for the month of April, 1990: * New York-Chicago (BROADWAY) - 60 scheduled trains - 19 were late - on-time percentage of 68.3%, vs 77.4% for March, 1990, and 73.3 % for April, 1989. * Washington-Chicago (CAPITOL) - 90 scheduled trains - 35 were late - on-time percentage of 61.1 %, vs. 75.8 % for March, 1990, and 68.3 % for April, 1989. * New York-Cincinnati-Chicago (CARDINAL) - 25 scheduled trains - 12 were late - on-time percentage of 52 %, vs. 77.8 % for March, 1990, and 80.8 % for April, 1989. * Boston-Chicago (LAKE SHORE) - 60 scheduled trains - 35 were late - on-time percentage of 41.7 %, vs. 71 % in March, 1990, and 73.3 % in April, 1989. * New York-Chicago via Buffalo (LAKESHORE) - 60 scheduled trains - 37 were late - on-time percentage of 38.3 %, vs. 54.8 % in March, 1990, and 61.7% in April, 1989.

FRA ADMINISTRATOR GILBERT

CARMICHAEL VISITS OHIO

July 16 and 17 saw a visit by Gilbert Carmichael, the Federal Railroad Administration chief, to Cleveland, Akron, Columbus, and Cincinnati. The event was covered by OARP members and the reports are encouraging - the Bush administration and the federal government are beginning to move towards support of rail travel as part of a total US transportation package, and they are willing to consider having it and its infrastructure funded on a more fair basis ("level playing field") with highway users.

Bob Boyce, our Columbus OARP Regional Coordinator, who was present at Carmichael's Columbus reception and dinner appearance at the Hyatt Regency which was jointly sponsored by the Brotherhood of Locomotive Engineers and Grand Trunk Western Railroad, files this report:

"In urging Ohio to make greater use of its rail facilities for both freight and passengers, the FRA Administrator noted that the nation's surface transportation policy is unbalanced in favor of highways and is based on politics - the federal government wants to assist states in developing a better balanced transportation policy, but the states should join with the private sector in developing better intermodal systems."

"Carmichael stated that 'we are not utilizing the rail mode. And if policy moves freight away from railroads onto highways there is a safety risk as well as a greater impact on the environment'. He added that Ohio's railroads have much to offer in alleviating the imbalance of international trade. 'Ohio's railroads offer a private structure at a time when it is urgently needed. We are in a race with the rest of the world in technology, and we should be the player rather than the customer'. He said we need the same commitment to railroads that foreign nations have.....and conventional rail has the most to offer in some situations".

"Amtrak has told the federal government that it wants a penny of the fuel tax and the federal government is asking how you would use it. You in Ohio should tell Amtrak what your needs are. Railroads are already in place and have unused capacity. Ohio should preserve them and Ohio's leadership needs to be heard from in the Congressional debate over a proposed multi-modal trust fund".

"Carmichael said he was pursuing a common theme during his tour of Ohio's 3-C cities. He followed up his talk in Columbus with a tour the following day of Conrail's Buckeye Yard on the city's outskirts and the new rail installation at the Honda plant near Marysville. 'I am urging Ohio to take a more vigorous stand and meet the competition. It would result in greater growth for the state with a mobility system based on balance. We need to promote a dual transportation system that contributes to society'".

"The FRA Administrator pointed out that America has some 200,000 miles of track which is only 20 percent utilized, and it should be part of the solution to highway gridlock that is developing in this country. Calling railroads 'our secret asset' he said that they are an economic, safe and

environmentally superior mode. 'The public would like to have its railroads back but they don't know how to get them. My role is to tell the general public how to raise the level of debate. We need a public awareness before we can do anything.' 'You have an excellent corridor', he said referring to 3-C - 'do you really want it? We need to make sure that both freight and passenger service are accommodated'".

"Carmichael, who was introduced by Ohio Senator Robert J. Boggs, was accompanied to Columbus by FRA inspector Ed Pritchard. Bernard Hurst, director of the Ohio Department of Transportation, spoke briefly in support of intermodal development. He also urged greater effort in raising public awareness of Ohio rail needs. Also attending were Jolene Molitoris, director of ODOT's Division of Rail Transportation, and representatives of the Public Utilities Commission of Ohio, including its chair, Jolynn Barry Butler. Hosts were William O'Brien, Ohio state legislative board chairman of the Brotherhood of Locomotive Engineers (and member of OARP's Board of Directors), and Mark Higginbotham of Grand Trunk Western Railroad."

Ironically Carmichael spoke in Cleveland at the refurbished Tower City, in an appearance sponsored by Norfolk Southern. The Cleveland Plain Dealer quotes Carmichael as saying "Cleveland should consider adding an Amtrak station and Greyhound bus terminal to Tower City" and that "the highway system was tremendously congested and that relief could be provided by refurbishing railroad lines". A UPI wire-service article quotes Carmichael advocating train travel "as a solution to gridlock on the highways and pollution". "Conventional rail passenger systems have an important role because in a number of markets. Amtrak service may represent the most economically efficient solution". Bill Hutchinson, Jr., Ben Farah, Ken Prendergast, and Mark Carlson attended the Cleveland session on behalf of OARP.

Carmichael's Cincinnati address took place at the Cincinnati Union Terminal in an appearance sponsored by CSX - OARP's David Dawson and Mike Weber were present. Mike tells us that the FRA head sees "railroads as a growth industry in the 90's", and that Carmichael was also heard to say that there has been a turnaround in attitude of the Bush administration in the last two months towards rail transportation.

[Mr. Carmichael was also one of the speakers at the April NARP meeting in Washington. We are indebted to Wayne Cople, editor of the MoKsRail News, for this report in the July, 1990 issue: "The chief of the Federal Railroad Administration said that the American public wants its railroads back and they want their passenger trains back too. He said the freight railroads should be aware that the public sees freight and passenger service as one inter-related system and, therefore, their destinies are tied. Carmichael tried to play down the importance of the administration's zero funding proposal, saying that there is still an open agenda and that few in Washington know anything about railroads or transportation subsidies. Carmichael said that rail advocates need to work harder at educating those with influence about the nature of subsidies to other transportation modes. He also said there is a tendency to spend too much time on minutiae like schedule changes rather than the really important issue of future transportation policy."]

REPORT ON JUNE MIDWEST-FLORIDA PASSENGER RAIL CONFERENCE
by David Dawson, OARP Hamilton-Middleton Regional Co-Ordinator

ATLANTA -- For about one third the cost of a Stealth Bomber Amtrak could be running a daily Superliner train between Chicago and Florida in two to three years - that according to U.S. Congressman Ben Jones of Georgia, speaking to the Midwest-Florida Amtrak seminar hosted by the Atlanta Chamber of Commerce.

About 120 representatives of chambers of commerce from cities along the two proposed routes as well as several elected officials and passenger rail advocates attended the two day meeting June 29-30, the first time that representatives from several states have met to discuss beginning new interstate rail service on the former FLORIDIAN route.

Amtrak is currently preparing a report for Congress due in December detailing the costs of resuming service from Chicago to Florida via Atlanta. Legislation sponsored by Georgia Senator Wyche Fowler, Jr. directed Amtrak to study two routes for this service. The proposed western route would use CSX tracks mostly running Chicago-Evansville-Hopkinsville, KY-Nashville-Chattanooga-Atlanta-Atlanta-Jacksonville, while the proposed eastern choice would use CSX and Norfolk Southern trackage running Chicago- Indianapolis-Cincinnati-Lexington-Danville-Harriman (Knoxville)- Chattanooga-Atlanta- Jacksonville. Amtrak will not pick one route over the other but will summarize advantages and disadvantages.

W. Graham Claytor, Jr., Amtrak president, spoke to the group on Friday and praised his railroad's increase in efficiency during the 1980s and reiterated his goal for the year 2000, "we'll cover one hundred percent of our operating costs by the end of this decade." While Claytor told the group that he feels the route would be a sure winner, he pointed out that Amtrak currently needs new equipment just to replace aging Heritage Fleet cars and expand present consists. "It's damned hard to increase the numbers [revenue and passengers] when you don't have the capacity," Claytor said.

Federal Railroad Administrator Gil Carmichael expressed support for the route but pointed out that the federal government cannot provide the service on its own. "I believe a direct link [between] Chicago-Florida has strong merit," he said. However Carmichael went on to say that the states will have to show commitment, and that he'd like to see a rail funding program similar to that which built the Interstate Highway System. Carmichael envisioned states putting up one-half to one-third of the capital funds required for additional rail service with the federal government providing the balance.

Following Claytor's luncheon address and Carmichael's speech, NARP President Jack Martin spoke about the service which he believes could begin in as little as two and one-half years. Martin pointed out that Claytor is known for keeping promises made on Capitol Hill and that his estimates are always very conservative. Saturday morning was slated for representatives from each state to meet together and begin developing a plan of action; however, this was changed to "route-specific" meetings.

Note worthy for us, and representing a significant development in efforts to revive passenger train travel in this country is the observation that the majority of those attending conference were professionals and business people NOT directly involved with the passenger rail industry. While there was a great deal of enthusiasm and support shown for the Chicago-Florida service, it will undoubtedly take careful co-ordination to get six to eight states to agree to fund this route.

[David's report included a detailed model six page strategy for pursuing the capital funds necessary to start this service, and a two page checklist for organizing a state-wide or State Chamber of Commerce action plan to implement this service. Your OARP board will consider this report in its next meeting and will keep you abreast of its efforts to get state business leaders involved in the planning, strategies, and activities to get Chicago-Florida service on line with a key stop in Cincinnati. Ed.]

"Operation Lifesaver"

"Operation Lifesaver" is an organized effort in Ohio to reduce and eliminate rail-automobile collisions and fatalities. Like all states it is a serious problem in Ohio. Did you know that in Ohio, just for the period January-March, 1990, there were 92 vehicle-train crashes, with 28 injuries, and 17 fatalities, not to mention the property damage and the time lost by people who were not directly involved. Multiply that figure by 4 to get a one-year reading for Ohio, and by 50 to get a reading for our country, and you see that we have a major disaster functioning on a continuing basis!

"Operation Lifesaver" offers an intense education program for drivers, communities, schools, billboards and media. Watch for their exhibit at the Ohio State Fair. Many AAA clubs in Ohio are including an Operation Lifesaver Sheet with their Triptiks.

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* 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 July 90

REROUTE UPDATE!

Amtrak has announced the reroute of its BROADWAY LIMITED and CAPITOL LIMITED will begin Oct. 1. Between Pittsburgh and Chicago the BROADWAY will stop in Youngstown, Akron, and Fostoria in addition to Garrett, Nappanee, and Hammond/Whiting, Indiana. In western Ohio the new stop will be Fostoria, which offered the best overall package for facilities, station, and lighting.

Between Pittsburgh and Chicago the CAPITOL will use CONRAIL trackage, making a stop in Alliance in addition to Cleveland, Toledo, South Bend, and Hammond/Whiting. West of Cleveland the route is the same as the LAKE SHORE, except for an additional stop at Waterloo, Indiana to serve Fort Wayne, also with a bus connection.

Amtrak has also informed us that Conrail has agreed to cover the expense of building a track connection at Cleveland and providing station platforms and lighting at Youngstown, Akron and Garrett and at Alliance and Waterloo. Indications are that Conrail contractors are working now to complete the turnout in Cleveland, and other communities new to these lines are working to get everything in shape by the deadline. We expect platforms, lighting and parking to be ready in all locations by October 1, but new stations and facilities may take longer to complete. As of this date no information has been received from Amtrak regarding any inaugural or promotional trains which would precede the starting date.

BAGGAGE & EXPRESS

@@@ The April 5 Toledo Blade printed a futuristic editorial entitled "It's Time To Take the Train" - focus was on Maglev and some of the current US proposals - the article was the followup to a March 18 feature on Florida high speed rail hope and a March 22 story from the Blade's Washington Bureau @@@ A May 9 article in the Wall Street Journal featured 110 foot Turnpike Double Trucks and 99 foot Triple Trailer trucks under the heading "Push for Long Trucks Hits Bumpy Road". The AAA has vowed to fight this, along with various environmental groups. Railroad officials are also reported as banding together against this development, because they see this as derailing their recent success at winning some freight business @@@ Steve LaConte, OARP's Norwalk-Sandusky Regional Co-ordinator, called our attention to a notice that the State Troopers in Wood County have given notice that they will be watching rail crossings and ticketing illegal crossers @@@ The May 10 WSJ reported that Charles Englehardt, Amtrak's director of equipment design, says that they are testing six systems made by four companies for toilet retention systems, including Monogram Sanitation of Compton, California, a maker of airplane waste systems. The same issue also featured an article headlined "High-Speed Train Propelled By Magnets Attracts 'Peace Dividend' Funds and Defense Contractors" @@@ Al Wolf reports that through his efforts the city of Dayton and the city of Kettering have passed resolutions supporting the dedication of the Rail Excise Tax monies to a Rail Development Fund. Al was also instrumental in getting a resolution passed by the Tecumseh group of the Sierra Club supporting the RDF excise tax. Copies of the Sierra Club resolution went to 16 southwestern Ohio members of the General Assembly. Reps. McLin and Hichey have responded indicating their support @@@ At OARP's May 19 meeting the membership adopted a resolution drafted by Mark Adamcik supporting the efforts of the citizens and elected officials of the southeastern suburbs of Cleveland and various agencies to establish commuter rail service, endorsing it as "efficient, economical, and cost-effective @@@ Steve Klipfel (who is probably our most faithful "clipper" - and whose efforts are deeply appreciated) sent us an article from the Springfield News-Sun which notes that the efforts of the Clark/Fayette Port Authority to purchase the stretch of Grand Trunk Western tracks between between Springfield and Washington C.H. have been derailed by an offer of two companies which would like to tear up the trackage for salvage. Knowledgeable observers say that the loss of this line would provide a hardship for area farmers @@@ The May/June 1990 issue of Modern Railroads had an informative articles about short line railroads, in which Ohio is numbered among those with the most - 23 "Class III" lines. High credit, which is well deserved, is given to the Ohio Department of Transportation. 5,500 jobs "were saved because the state helped establish nine new short lines in the last three years". A total of 15 shortlines have sprung up in the state since 1978 @@@ "What do you do with all those clippings?" has been a frequent question - the fact is we read them all, we quote a few, we let some provide background for our articles, and we file everything in file-folder storage boxes. Our intention is to save all clippings, notes, memoos, etc. - someday 25 years down the road when a scholar at KSU is writing a doctoral dissertation on the phenomenal rail passenger revival in Ohio during the 1990s, we would hope that he or she will use our files as



primary resources along with those voluminous archives which Tom P and others of you have. Don't throw your stuff out - it really will be of historical significance some day! @@@ With this issue we welcome two new "TRAM" travel agent supporters Joel Brown and Gerald Jensen of Parkside Travel USA in Akron and Jay Gilbert of Mansfield Travel Service in (where else but?) Mansfield @@@ In this issue we are omitting the "INTERVIEWING....." feature to give us space for other materials - it is our goal to include an interview and statement (or non-statement!) from Ohio's gubernatorial candidates in our next issue, as to their feelings about rail passenger service, Amtrak, and financial support for improving the picture! @@@ Thanks to George Bayless for the reprint of "The Big Train That Could" from the May 21, 1990 issue of Information Weeks published by CFP Publications. 'Tis a neat article which describes how Amtrak's computer reservation and tracking system "is the envy of railroads everywhere." Data provided by the system is the key to planning and accurate budgeting. Behind it is their CETC (Centralized Electrification and Traffic Control) system which allows Amtrak supervisors to react quickly and accurately to abnormalities, delays, and safety emergencies @@@ NARP has moved and has new phone numbers - new numbers are listed on page 7 Directory. This is the renovated former REA building next to Washington Union Station @@@ David B. Marshall of Springfield who served as Regional Co-ordinator for a number of years has resigned @@@ Do you want extra copies of "the 6:53" for distribution to friends, local government types, and other interested folks? Let Mark Schwinn, your circulation manager, or your editor know what you want - some of you have asked for just a few, others have asked for half a dozen copies of the last 3 or 4 issues, still another gave us a standing order for 14 copies, and a few have even given us postage for the same - that's great - the extra copies will always do more good in the hands of readers than in our basement - get the word out! let us know what you need! @@@ The Vindicator reports that Youngstown will receive a \$1.25 million loan to renovate the former B & O Railroad Terminal into a restaurant which city leaders hope will be the first of several major projects geared towards the area's revitalization

DIRECTORY of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, INC. (OARP) Updated: July 31, 1990

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