

the 6:53

October 1990 OHIO ASSOCIATION OF RAILROAD PASSENGERS Issue # 91

OHIO'S CANDIDATES FOR GOVERNOR

..... Speak About Rail Passenger Service

CELEBREZZE

ANTHONY J. CELEBREZZE, JR. - is the candidate of the Democratic party for Governor of Ohio. Currently Ohio's Attorney General he has also been Ohio's Secretary of State and previously served in the General Assembly. Mr. Celebrezze is quoted in the Sep. 30 Akron Beacon-Journal as saying "I've been in the state government for the past 16 years. I know how state government works. I've been the chief lawyer for the last eight years. My goal is to be the chief-policy maker and to address the issues that affect the working people in this state - to make government work Based on experience, based on knowledge, based on approach to issues that impact working people in this state - that's why I'm asking people to elect me governor."

Upon request of "the 6:53" Mr. Celebrezze offered the following statement, through John Grant of the Celebrezze Committee, on behalf of the future of rail passenger service in Ohio:

"To the Ohio Association of Railroad Passengers:

"As a nation, we rely heavily upon our highways and airways for quick and efficient transportation. However, the current crisis in the Middle East is a constant reminder that cheaper and cleaner energy sources and methods of transportation must be developed. To that end, the Celebrezze/ Branstool administration will give serious consideration to expanding and promoting passenger rail service in Ohio.

"The Celebrezze/ Branstool team recognizes that upgrading our current rail infrastructure could provide a significant advantage for Ohioans by supplying increased access to efficient and less expensive rail passenger service. While our ultimate ambition is to build a High Speed Rail

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VOINOVICH

GEORGE V. VOINOVICH - is the candidate of the Republican party for Governor of Ohio. The former mayor of Cleveland he was also lieutenant governor of Ohio and served in the state legislature and as a county commissioner. Mr. Voinovich is quoted in the Sep. 30 Akron Beacon-Journal as saying that he should be elected "because of the years of experience that I have had in government; I have a proven record of performance; I'm a problem solver. I have a vision for what Ohio can be. And if you look at my record, you can readily ascertain that I can translate that into action."

Upon request of "the 6:53" Mr. Voinovich offered the following comments in a telephone interview with Tim Cosgrove of the Voinovich Committee, on behalf of the future of rail passenger service in Ohio:

When asked for Mr. Voinovich's feelings about conventional rail passenger service in Ohio the spokesman replied that "we are not opposed to this service, and we are more than willing to look at this as a viable transportation alternative in Ohio. When it comes to transportation there are no exclusions, we are open to considering all modes - including conventional rail transportation"

Asked if he supports a multi-modal approach he replied "yes, and we need to identify the one which is most appropriate for the needs of the area - the given situation will help us determine which alternatives to support". Questioned about energy concerns Mr. Voinovich's spokesman replied that "given the current situation in the mideast with the energy crunch and with the need for energy conservation it is important that government leaders look at all forms of transportation in terms which are the

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System, in the mean time we should make use of existing resources to develop inexpensive alternatives since it will take at least 7-10 years to implement a High Speed Rail plan. The challenge is to bring these benefits to the state through maximum support from the private sector and minimum expenditures of public funds."

In addition the Celebrezze Committee gave us their "Policy Position Statement - High Speed Rail System" which we quote in part: "..... Ohio faces a unique opportunity as we move into the 1990's to become a leader in the nation in the development of high speed rail transportation The Celebrezze/ Branstool team fully supports the Ohio High Speed Rail Authority's efforts to bring this promising mode of transportation to Ohio. In addition to providing the citizens of this state with a fast and efficient means of travel between the major metropolitan areas of Ohio, the high speed rail system has the potential to play a significant role in fostering economic development A Celebrezze/ Branstool administration will fully support the efforts of the High Speed Rail Authority to work closely with private industry in a way that will minimize the need for public funding of this project, while bringing benefits to all Ohioans."

CLEVELAND-PITTSBURGH UPDATE.....

.....Ken Prendergast, Project Director

Youngstown, Lordstown, Warren, New Castle. What do these four cities have in common? All WANT Amtrak service and all of them are turning up the heat to get it. But there is one other thing they have in common: the proposed extension of the PENNSYLVANIAN may bypass them in favor of better tracks via Alliance. While three of these cities may be willing to support a temporary routing of the PENNSYLVANIAN through Alliance, Youngstown resisted. On July 23 Youngstown Mayor Pat Ungaro wrote to Amtrak President Graham Claytor, saying "we [Youngstown] would not settle for any extension of the reroute of the PENNSYLVANIAN other than the Youngstown- Warren route." Ungaro and the City Council "feel strongly that this route should be considered as the primary route."

Also, in the August "6:53" I included some information about U.S. Congressman Dennis Eckart's June 25 letter to Claytor, asking that Amtrak look into the costs of restoring the Ravenna Connection. This is the "missing link" in the Cleveland-Youngstown-Pittsburgh Corridor. Claytor's August 2 letter responded "because Amtrak does not own the tracks involved, we are not in a position to undertake a cost ... estimate for the ... missing' rail connection ... in Ravenna, Ohio." Claytor also felt that restoring this connection would cost \$4-5 million, substantially higher than Gohmann & Assoc./ODOT's figure of \$1.5 million.

most energy efficient".

When pressed for support of one of the particular corridors under consideration for rail passenger expansion he said "we are not excluding any corridor or area in the state - we are ready and willing to consider all corridors as we deal with this issue and make plans for the future".

His spokesman also indicated that "we are certainly willing to work with your organization [OARP] in the future as various transportation and rail concerns are addressed."

Finally he indicated that they do not have a position or comments at present on high speed rail.

So on September 7, area 216 Board Member Mark Carlson and I, along with Scott Leonard of NARP met with Amtrak officials in Washington DC: Art Prentiss, Director, Operations Planning - Al Clark, Senior Director, Contract Operations and Planning - Jim Barber, Director, Inter-governmental Affairs.

In brief, Amtrak stood firm on its \$4-5 million figure for the Ravenna Connection, citing its experience with similar projects around the country. Yet, G&A stands by its estimate for the connection. A meeting of the minds is needed in order to resolve the differences. According to Mr. Clark, ODOT would have to approach Amtrak with a formal request, and the money, before it could undertake a joint study.

While Amtrak maintained that the Ravenna Connection is truly the "missing link" in the Corridor, there is also a "weak link" in the route. In the Youngstown/New Castle area, Amtrak would like to switch from C to Conrail tracks to gain a more direct route to Pittsburgh. As it stands, there is no suitable connection to use. For example, the new BROADWAY LIMITED route will be on CSX tracks all the way from Youngstown to Pittsburgh. The running time between these two points will be 2 1/2 to 2 3/4 hours, an average speed of 25 to 28 mph!

Amtrak prefers to use a connection at New Castle between CSX-P&LE-Conrail. No cost figures are available for reworking this connection, but an amount in excess of \$1 million can be expected.

After the Amtrak meeting Mark, Scott, and I met with Congressional staffers who handle transportation issues for Dennis Eckart D-11/Mentor (Sherri Powar), Jim Traficant D-17/Youngstown (Dan Blair), Ed Feighan D-19/Cleveland (George Cody), and Lou Stokes D-21/Cleveland (Sandra Howard).

The intent of the meeting was to find out what our chances are of getting a federal appropriation for the Ravenna Connection. There was a consensus opinion among the staffers that federal funds are indeed tight, what with the Middle East and budget crises. They pledged their support for our efforts and offered to work with us, but when it comes to getting federal money these days, it helps to have a local/state/ private share first.

One final note, in Claytor's August 2nd letter to Eckart, he said "after October 1 [now pushed to Nov. 11], we will be in a better position to begin to focus on other outstanding proposals of interest, such as the PENNSYLVANIAN extension."

(THE STORY BEHIND THE GUBERNATORIAL CANDIDATE STATEMENTS In September "the 6:53" contacted the campaign offices of both candidates for governor in Ohio requesting an interview in which each would go on record with his feelings about conventional rail passenger service. In order to provide them with background information on the issues and to give them basic knowledge on how Amtrak and rail passenger service operates, identical information packets, containing a large document describing OARP and tracing the rise and fall of rail passenger service and highlighting key issues, were sent to each candidate along with selected clippings describing progress in Michigan, Wisconsin, North Carolina, and other states, plus back issues of "the 6:53".

Contact was established with Tim Cosgrove of the Voinovich campaign and John Grant of the Celebrezze campaign. Both indicated that they had read the material and discussed the issues with their committees and the candidates. Both were open and friendly, and both indicated a willingness to share whatever insights and support their candidate would offer. Neither candidate was willing to commit to funding, but they did acknowledge this as a real issue which deserved further consideration. They both heard OARP's concern that Ohio as a state is lagging far behind neighboring states when it comes to support of train service (especially 403(b)), and our disappointment in the last two governors of Ohio, Celeste and Rhodes, who both showed no interest in the rail passenger issue. The statement and comments listed above are the result of this inquiry. Regardless of who wins OARP is looking forward to working with the governor-elect and his representatives in the future. We wish to thank the Celebrezze Committee and John Grant and the Voinovich Committee and Tim Cosgrove for their interest and cooperation with OARP and "the 6:53".)

PRESIDENT'S COLUMN.....

.....J. HOWARD HARDING

During the summer many OARP activists "took the necessary action" to promote expanded, improved rail services in Ohio. Some of their activism is reviewed below. Walter Kussmaul of Coshocton publicly opposed fragmentation of Conrail's "Panhandle" line and drafted a statement supporting retention of single ownership for the entire Mingo Junction to Newark line. The OARP Board adopted Walter's statement as its policy at its June 28 meeting.

Bill Hutchison, Tom Pulsifer and Al Wolf met with Lima city officials to discuss ways of improving our working relationship, following which the OARP Board held a teleconference. OARP Secretary Benjamin Farah then drafted a letter expressing the Board's response to Lima's request for support of its petition to block the reroutes. Bill is also continuing his work with members of New York's Empire State Passenger Association (ESPA) to develop support for increased service between Ohio and western New York.

In response to a request from ODOT Rail, OARP's 3-C Project Director Manfred Orlow coordinated the efforts of Bill Hutchison, Ron Myers, Dan Innis, Harold Zweifel, Tom Pulsifer and Mike Weber to escort consultant John Stanek on a two day inspection of the 3-C Corridor, from Cleveland to Cincinnati. Simultaneously, Ken Prendergast, OARP's Cle-Pitt Coordinator, assisted by Jay Hrechun and John Ciccarella, escorted consultant R. J. Lane on an inspection of Conrail-CSX trackage between Pittsburgh and Cleveland. An 11 member group of Board members and Coordinators reviewed the consultants' reports and submitted written comments to ODOT Rail.

OARP Secretary Benjamin Farah and Board member Mark Carlson met with officials of the Cleveland Growth Association to seek support for an improved Amtrak station and expanded Cleveland-Pittsburgh service. Ben, Ken Prendergast and your OARP president met at Tower City with OARP/KARP member Jay Hrechun of Sewickley, PA to assist KARP's efforts in support of Cleveland-Pittsburgh service. Late in August, Mark Carlson and Ken Prendergast traveled to Washington to meet with Amtrak officials and staff aides for area members of congress to seek support for construction of the CSX/Conrail "Ravenna Connection", needed to permit extension of the PENNSYLVANIAN to Cleveland from Pittsburgh via the heavily populated New Castle-Youngstown route.

"6:53" editor Ron Bergen arranged with the Voinovich and Celebrezze gubernatorial campaigns to solicit the statements summarized elsewhere in this issue.

These activities typify what needs to be done by each of us, in every corner of the state, to achieve the rail passenger service changes which we seek. Keep up the good work, everybody. That train whistle is getting closer and louder!

ENERGY CONSERVATION AND TRANSPORTATION

The war in the Persian Gulf, the abandonment and disregard for a national energy conservation policy in Washington, and the issue of rail passenger service are all intricately connected. One would hope that our overdependence (and sometimes greed) for mideast oil would cause us to take another look at alternate transportation forms. Rail passenger advocates and other writers have begun raising the issue in earnest. A few examples follow - we hope to share more in the future - and we encourage you to write your thoughts to those in state and national leadership. (If you want the full text of any of these articles send a SSAE to your OARP president or "the 6:53 editor.")

ITEM: Alan J. Gebauer has authored an excellent article, "The Price of Oil", in The Wolverine Passenger (MichiganARP) July-Aug., 1990 edition. He concludes by saying "but at the base of these [Persian Gulf] actions is the near total reliance Americans have on automobiles and the gasoline that powers them, a reliance that has become an addiction. Along with the debate over the United States presence in the Middle East should come a long and hard debate over transportation policy and the real cost that our over-dependence on oil is now exacting."

ITEM: Almost immediately after the invasion of Kuwait Ken Bird and the IllinoisARP issued a thought-provoking press release "Flawed Transportation Policies Underscored By Kuwait Invasion". Bird noted that "for years our transportation planners have ignored the need to provide sensible alternatives to the unbridled proliferation of the automobile we have been told that our fly/drive transportation system is what the U.S. public wants the price for this misinformation is now going to be paid by all Americans. The economic consequences of our government sponsored overdependence on automobiles and airplanes are going to be extremely painful Europe will also be affected by an oil shortage but they are in a much better position to deal with it. They have superb intercity rail and mass transit systems in place now, and, in fact, many Europeans live highly productive and satisfying lives without even owning an automobile."

ITEM: Malcolm Berko of Florida headlined his "Personal Finances" column, syndicated in many daily papers, with the message that "Oil supplies, not freedom, at the heart of Middle East war". He laments that alternative energy research proposed by Carter was labeled by Reagan as foolish and adds "we are hopelessly hooked on oil and can't just say no".

ITEM: The Sep. 1990 News published by the Missouri-Kansas Rail Passenger Coalition hosted a great article (plus cartoons from many newspapers) entitled "Policies Bear Examination Before We Go Too Far In The 'Oily War'". It raises great thoughts about the use of gasoline taxes and Amtrak's fuel efficiency over against other modes.

ITEM: One midstate newspaper in its coverage of the Ohio Central Railroad (remember our August field trip) mentioned that "the railroad cars require less than one gallon of diesel fuel to perform the work as compared to over-the-road trucks using four gallons on fuel."

REROUTE UPDATE

Amtrak has changed the date to reroute the BROADWAY and CAPITOL LIMITED from Oct. 1 to Nov. 11, 1990, to allow adequate time to complete necessary station construction in a cost effective manner. Amtrak has revised the start-up date because busy summer work schedules have delayed necessary station construction work. New platforms, lighting, parking facilities, and shelters or station buildings are being installed or renovated at the new on-line station stops. Indications are that the stops will be ready for passenger service in November, but more work and time will be needed to complete some station facilities.

Amtrak is now accepting reservations on these trains. East-bound the BROADWAY will depart Chicago at 8:15 p.m., Fostoria at 1:25 a.m., Akron at 3:30 a.m., Youngstown at 4:40 p.m., Pittsburgh at 7:40 a.m., Philadelphia at 3:36 p.m., and New York at 5:25 p.m. West-bound it will leave NY at 2:05 p.m., Phil. at 4:10, Pitt. at 12:11 a.m., Youngstown at 2:05 a.m., Akron at 3:49 a.m., Fostoria at 5:49 a.m., and Chicago arrival

at 9:29 a.m. East-bound the CAPITOL will leave Chicago at 4:30 p.m., arriving in Toledo at 9:50 p.m., Cleveland 11:55 p.m., Alliance 1:15 a.m., Pitt. 3:35 a.m., and Washington at 11:07 a.m. West-bound Washington departure is 3:50 p.m., Pitt. at 11:37 p.m., Alliance at 1:22 a.m., Cleveland at 2:55 a.m., Toledo at 5:10 a.m., and Chicago arrival at 8:40 a.m. (Check with Amtrak reservations for exact times.)

Plans are underway for a daytime Amtrak INAUGURAL RUN with stops in the new cities in Ohio, including greetings by local officials and other festivities. On Wed., Nov. 7 the promotional train will depart Chicago at 6:00 a.m. heading out to Pittsburgh via CSX trackage. The train will stop in Fostoria from 12:10 to 12:30 p.m., Akron from 2:50 p.m. to 3:10 p.m., and Youngstown from 4:30 p.m. to 4:50 p.m., with an overnite layover in Pittsburgh. The return to Chicago on Thur., Nov. 8 tentatively will include a stop in Alliance and a ceremony and public display in Cleveland. A stop has not been planned for Toledo, but indications from all concerned are that something special may be considered in the future for that city. OARP will be represented on this inaugural run.

THE CASE FOR LIMA

In August Mayor David J. Berger of Lima and Mayor Paul Helmke of Ft. Wayne signed a 10-page petition on behalf of their cities requesting U. S. Attorney General Richard L. Thornburgh to file suit in federal court to block Amtrak's plan to discontinue Amtrak service with the BROADWAY AND CAPITOL LIMITED this fall. The petition contended "that Amtrak and Conrail have or may have engaged in actions, practices or policies that are inconsistent with the policies and purposes of the [Rail Passenger Service] Act and that they have failed to discharge their duties and responsibilities under the act. Consequently, our purpose in writing is to ask that [the U.S. Attorney General] exercise your public right of action under 307 of the Act to enjoin the reroute of the Capitol Limited and the Broadway limited until such time as Conrail and Amtrak have fulfilled their statutory duties".

This suit, the result of months of activities by a Regional Rail Task Force composed of elected officials, chambers of commerce, rail users, community leaders, and rail workers contends that:

- * some of the economic questions and answers are unclear and elusive,
- * Ft. Wayne ranks in the top half of major population centers and therefore public hearings and public notices were required,
- * the reroutings actually establish new routes and the exception for no hearing does not apply,
- * the decision needs to be made whether Conrail or Amtrak are responsible for the maintenance of the tracks, and
- * alleged discrepancies between the two companies over the safety of the 19-mile section between Gary and Valparaiso need to be studied.

NARP and IndARP have declined to support the petition. Vice-President Bill Hutchison, along with Tom Pulsifer and Al Wolf, are OARP's liaison with Lima and Mayor Berger. On Aug. 29, 1990 OARP's Board of Directors passed a resolution noting that

"this association deplores the loss of service wherever or whenever it occurs [OARP] is generally supportive of Amtrak and is impressed with the progress it has made in improving r passenger service throughout the country. We cannot condone, however, any governmental agency or quasi-public corporation which does not follow congressionally approved procedure where such procedure is applicable [OARP] requests that [the U.S. Attorney General] review the Cities' petitions, the allegations contained therein, and the applicable law, and take such action as you deem appropriate."

On Sep. 12 the Lima News reported that Thornburgh "has declined to take legal action to retain passenger train service but that he will be asked [by the Cities] to reconsider."

The Justice Department response said that "in our view, the dispute is the result of a business decision rendered by Amtrak to meet their most important public policy goals of the act -- to provide reliable, cost-efficient service, while decreasing the need for federal subsidies."

When contacted by "the 6:53" Mayor Berger said that "the Cities were taking the position that the Attorney General had misinterpreted some factual issues. We are reasserting the need for public scrutiny towards rail service, and it was difficult because we did not have copies of Amtrak's response before the ruling was made."

In amplifying Amtrak's stance spokesperson Deborah Hare told "the 6:53" that "Amtrak is very sympathetic to the concerns of Lima, but we have no option, since the tracks were being downgraded for slower service. Actually we wish all cities which we serve would want service as strongly as Lima. They obviously had real support, and we are sorry to leave a community which cares."

Editorially Speaking.....

.....LAMENTING LIMA'S LOSS - A MICRO RAIL PASSENGER HUB

With the curtain falling on passenger service in Lima we have a most unfortunate loss. Frankly we were surprised that Attorney General Thornburgh responded so quickly (we are used to the wheels of justice on that level moving slowly), and we thought that some of the petition's concerns deserved further attention - like the business about no public hearing in Fort Wayne and the idea that bus substitutes were equal to regular train service.

While Lima historically was a major rail center and has always had passenger trains (decades back it counted service on a host of different railroads), these are not reasons to lament the loss. Even the trip for a Lima resident to catch a train in Fostoria, about a 45 minutes ride, will be manageable - for us Canton is 50 minutes away, Cleveland 65.

The regrettable real loss is that Lima was a major point of departure, a micro rail passenger hub if you will, for a host of people in western and southern Ohio. By moving the point of departure an additional 45 minutes north, people who were willing to drive an hour or two to Lima to catch a train have now been cut out of the picture and may be lost to rail travel permanently. On Sep. 13 (ironically the day after Thornburgh's response was published) we examined the auto license plates at Lima's Amtrak station and identified these counties: Clark, Montgomery, Fulton, Franklin, Seneca, Van Wert, and Auglaize, plus Michigan! They only represented people who parked their cars for a day to a week to use the train. Not included are the cars that drove in from these counties just prior to departure, dropped off their passengers, and then continued on the journey home. These people are the losers! Downstate travel agents in Cincinnati and Dayton have told me they wrote most of their Amtrak tickets via Lima. Folks who felt abandoned when the NATIONAL LIMITED collapsed in 1979 do feel betrayed again.

Lima is a symbol of a much bigger need and problem. Who was to blame? Amtrak? Conrail? People who didn't press harder when Penn-Central was organized? OARP members who didn't heed the warnings in these pages for the past ten plus years? A non-policy on transportation priorities in our state and country? Silent politicians? Rider apathy? A state transportation plan which pushes highways and ignores rail? It's probably all of the above plus more.

Mayor David Berger of Lima gets "A" - and then some - for effort. The tragedy is that he is only one of two city mayors in all of Ohio who have been willing to push publicly for Amtrak service. Not bad at all for one who has been a mayor for only a short period of time and for one who has become knowledgeable about the passenger issues quite recently (please understand this as a compliment!) Don't we wish he had been on the scene years ago? We commend him for his tenacity and for refocusing and delimiting his concerns as the struggle unfolded. We suspect this is not the last that Ohio will hear of him.

RUMORS

Rumors running rampant overwhelm reason and feed fantasies. Irresponsible repetition of unfounded rumors is one of the more unattractive characteristic of railnuts and other assorted intellectual lightweights! Rail passenger advocates take the time to carefully verify and analyze stories before reporting them. Thus the rumors you read elsewhere will rarely be repeated in "the 6:53", and never without warnings and assessment.

Apparently harmless rumors can often be highly detrimental to the expansion or improvement of rail passenger services. If, for example, rumors suggest to a public official or candidate (all too often woefully under-informed about rail issues) that Amtrak is planning major service expansions while rail advocates tell him Amtrak cannot add service without more money, the result is likely to be at least one less vote for Amtrak. Thus, I believe that all of us should reject rumor-spreaders and concentrate on taking the necessary actions to gain the rail service improvements we seek. Fantasizing about what might be rather than working for what we want to be is an excellent way to ensure that our children will lament about what never was.

jhh

YOU ARE INVITED - OARP'S FALL MEETING - SAT., NOV. 10, 1990

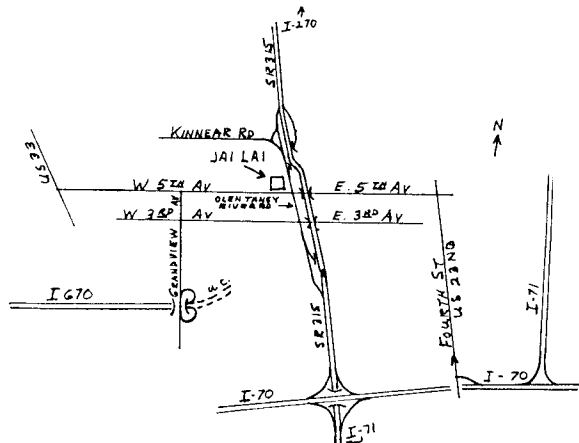
OARP's Fall, 1990 MEETING will be held on Saturday, November 10, 1990 from 10:00 a.m. to 4:00 p.m., at the JAI LAI RESTAURANT, 1421 Olentangy River Road & Fifth Avenue in Columbus. (The CSX Delaware-Marion-Toledo mainline is just west of building.) Meeting room is to the left through the front entrance.

*** AVOID I-71 INSIDE COLUMBUS - RECONSTRUCTION EVERYWHERE!! Access from the north is easiest via I-270 to SR 315 south to KINNEAR ROAD exit, left then south on Olentangy 1.5 blocks to the JAI LAI on the right. From the west, take I-70/670 to Grandview Avenue north to 5th, east on 5th to the JAI LAI at Olentangy, on the left. From the east, I-70 to SR 23 (Fourth St), north to Fifth Ave, west (left) to Olentangy.

SAVE \$2.00 by sending your \$12.00 registration fee with a completed registration form (shown below) by November 7 to Bob Boyce, 1080 Lincoln Avenue, Columbus, OH 43212. Late reservations will be accepted at \$14.00 per person by calling Bob at (614) 486-7038 before 8 pm on November 9. \$12.00 per person cost includes buffet luncheon, coffee, rolls, and mid-afternoon break. In addition to our featured speaker, Jeff Darbee, we have invited Amtrak's new Ohio Sales Consultant, Dorothy Kazel, and ODOT Rail staff members to join our discussions for the day.

TIMETABLE FOR THE DAY

10:00 am	OARP BOARD MEETING Registration Opens. Coffee and Conversation. Displays Open
10:45 am	OARP MEMBERSHIP MEETING; including state and national legislative updates, reports on the Fall NARP Meeting, BROADWAY/CAPITOL reroute updates, OARP Coordinator Reports, Plans for the Spring, 1991 OARP/NARP Region VI meeting in Akron, membership concerns.
12:00 noon	Buffet Luncheon
1:30 pm	"A SURVEY OF OHIO RAILROAD ARCHITECTURE" -- an illustrated lecture/ discussion on historic and contemporary railroad buildings in Ohio by Jeff Darbee, OARP member and architectural historian.
2:45 pm	BREAK
4:00 pm	Adjourn



OARP MEETING + November 10, 1990
 Name _____
 Address _____
 City/State/Zip _____
 Phone _____

Make your check for \$ 12.00
 payable to "OARP" and mail to:
 Bob Boyce
 1080 Lincoln Road
 Columbus OH 43212

HIGHSPEED UPDATE

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

Akron	Chima Travel Bureau	(216) 867-4770
Akron	Parkside Travel USA	(216) 724-1800
Canal Fulton	Massillon AAA Travel	(216) 854-6616
Cincinnati	West Chester Travel, Inc.	(800) 634-8150
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
Mansfield	Mansfield Travel Center	(419) 756-8747
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) 878-9724
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

Authorized Amtrak travel agents who wish to join OARP, maintain current membership status, and be listed in this DIRECTORY should send a \$40 check, made payable O.A.R.P., to "the 6:53" Editor, 120 Luther Ave., Kent, OH 44240. TRAVEL AGENTS - PLEASE NOTE CAREFULLY - A CHANGE WHICH WILL TAKE PLACE ON JANUARY 1, 1991. The TRAM listing fee will rise from \$25 annually to \$40, the first change since inception in 1985. In turn each DIRECTORY listing will include CITY (same as present), the business name of your OHIO Agency (same as present), one LOCAL PHONE NUMBER plus one LONG DISTANCE phone number which may be a "WATS" (800) number, plus the name of one person at the agency (new). As usual RENEWALS will be billed by the Treasurer. Please refer any other inquiries on our "TRAM" (Travel Agency Member) PROGRAM to "the 6:53" Editor. --- Rev September 1990

In August officials of the private Ohio Railway Organization signed a contract with the Ohio High Speed Rail Authority and agreed to put up \$1.5 million for the development construction plan for a high-speed rail system linking cities in 3-C corridor. The ORO consists of transportation planning and design firms, including Parsons Brinckerhoff Inc. of Lyons, Credit Lyonnais (a French bank and one of the largest in Europe), plus 14 other financial, architectural, engineering, accounting, and law firms.

Sen. Robert Boggs, OHSRA chairman, said various forms of construction financing will be studied, noting that FRA administrator Gilbert Carmichael, in his recent Ohio appearances, has been giving boosts to high speed rail, and that President Bush has sought funding for it. Boggs reiterated his views recently in Washington before the House Transportation and Hazardous Materials Subcommittee, chaired by Ohio Rep. Thomas Luken. At this point the authority cannot guarantee reimbursement for the study or the franchise to build the system. Attorney Jim Betts is also on the five-member authority, William Lathrop is chairman of ORO.

While a number of states are dealing with similar issues Ohio is the first to sign an agreement for the study of public-private partnership in high speed rail. Studies have shown that 48.8 million vehicle trips are made per year in this corridor. OARP's position is to support studies of highspeed rail. Because these studies are in an early stage and technology needs many further refinements, high speed rail in Ohio is at least seven to 12 years away. OARP advocates the establishment of conventional rail service in the 3-C corridor NOW, providing the foundation until the time when high speed is ready to roll.



BAGGAGE & EXPRESS

@@@ Aug. 30, 1990 Charlotte (NC) Observer printed an article "Charlotte-Raleigh Train Exceeds Rider Goals" - refers to recent 403(b) venture - restoration of THE CAROLINIAN in North Carolina - ridership is high and growing - and there is talk of a second train - while Ohio has no 403(b) service the record shows that the states which have aggressively supported it end up with a winner on their hands @@@ Logan News ran a great article on July 13 "A Buckeye Viewpoint" by Clarence J. Brown, Congressman, Ohio's 7th District 1965-83 and Deputy Secretary of Commerce 1983-1988 - great tribute to Amtrak and President Claytor - Brown makes the point well that all public transportation is subsidized and notes that in operating Amtrak Claytor is squeezing "the waste out today in the hopes of competing with the subsidized airlines." @@@ Aug. 27 Cleveland Plain Dealer carried article "Tower City Rail Plan Back On Track" - officials from ODOT met with Tower City officials, RTA, and UMTA in Washington - Rep. Mary Rose Oakar and James Betts of OHSRA both support an Amtrak return to Tower City Center - on the negative side is the tremendous cost factor because tracks have been torn up, the right of way has been used for other purposes, and Amtrak was dealt out in early planning - also had quotes from our own Ken Prendergast @@@ The Springfield News-Sun reported on Sep. 1 that "efforts to save a 27-mile stretch of railroad between Springfield and Washington C.H. that serves area grain farmers moved forward ... the purchase of more than eight miles of track was approved by the Clark County-Fayette County Port Authority" from Grand Trunk Western - funds will come from ODOT, Fayette County, the Farmer's Home Administration, and Buckeye Countrymark - 18.3 miles remain to be purchased - thanks to Stephen Klipfel who regularly speaks to county officials and transportation planners - we suspect that Steve's urgings have contributed to excellent coverage that the News-Sun brings to rail issues @@@ The Aug. 2 issue of the same paper reported that the ICC had denied CSX's request to abandon its 26.5 miles freight line between Dayton and Arcanum - more telling was mention that "the ICC has allowed railroads to abandon more than 250 miles in west central Ohio since 1982" @@@ The Aug. 13 Columbus Dispatch carried a misinformed editorial entitled "Is Ohio Being Derailed?" - the writer blames Amtrak for having "no immediate interest in serving all of Ohio" - the flaw is that Amtrak has no extra funds for any state - and that Ohio to date has ruled out 403(b) participation - editorial wondered why Amtrak did not choose a more central route through Columbus and Dayton - except that the writer was unaware those tracks were torn up in 1979! @@@ In May 18 edition of same paper OARP member Lawrence Grey mentions that because of the reroute "it will take us central Ohio train travelers three to four hours of road travel time before boarding, instead of the 1 1/2 hours it now takes" @@@ The July 28 Vindicator reports the B&O railroad renovation plans in Youngstown are rapidly proceeding thanks to a 1.25 million HUD loan @@@ The July 29 Stark County Free Press has great quotes from Malcolm Ritchie, OARP's (Akron-Can. coord.) - includes a plug for H.B. 349 and good words for the Alliance connection for the CAPITOL - in another article we are reminded that shortline Wheeling and Lake Erie is starting its freight service between Brewster and Canton - with more expansion to follow - Malcolm has been speaking to Stark County travel agencies about Amtrak changes and possibilities - a winner for an alert travel agent - but response was so-so @@@ Making east and west train connections in Chicago remain a challenge both to travelers and Amtrak - Harold Wolf has an interesting personal travel tale about the late arrival of the LAKE SHORE in Chicago - to catch the PIONEER which they had missed, Amtrak flew them from Chicago to Omaha - where they finally grabbed their west-bound train with waiting bedroom - what an adventure, and hats off to Amtrak for trying - if only we can get that Chicago connecting problem solved with on-time service @@@ The Cincinnati Enquirer published an article by Tony Lang, "Support For America's Trains", on Aug. 28 - in calling for a balanced transportation policy he has a good grasp on the rail passenger situation in our country @@@ Saw a neat letter from Stephen Klipfel - seems like the Springfield Inn has a concern about Conrail air horns at crossings disturbing some hotel guests - Steve reminded them of the problems of motorists scooting around crossing gates - and he reciprocated by asking if OARP could meet there sometime in the future - well said! @@@ Bad



news department - Erie County withdrew \$16,000 in state grant money to be used for the handicapped ramp at Sandusky's new Amtrak station - Amtrak and the communities have had problems in working out final construction details - with the grant it was a case of "use it, or lose it" (thanks to James Mann for article in Sep. 7 Sandusky Register) @@@ Seems reopening of the Wheeling and Lake Erie Railway also has people in Portage County nervous about rail crossings - seems some folks rather would do away with trains than slow down and look carefully at a highway rail crossing - Mark Schwinn (Kent-Rav. Reg. Coord.) had a great letter published in the Kent-Ravenna Record Courier Aug. 23 @@@ Heard that Stark County Free Press did nice article on possible extended PENNSYLVANIAN through Alliance and H.B. 349 @@@ When information was gathered to send to the gubernatorial candidates (see lead story) material was included which others had researched - thanks go to Timothy Krogg, Akron Railroad Club Secretary, H. Roger Grant, Prof. of History, U. of Akron, and Howard Zweifel, Columbus OARP member @@@ Youngstown Sep. 7 Vindicator ran a good report on Howard Harding's recent presentation to the Eastgate Development and Transportation Agency's Citizen Advisory Board - talking about the economics of rail service and the effect of Conrail's downgrading which led to the rerouting of Amtrak service @@@ What's the status of amended House Bill 349? Word has it that a final vote has yet to be made, probably after the fall election - continue to press your legislators for action with letters of support - but remember we are going for the version approved by the Senate Highway and Transportation Committee, and not any earlier versions - contact your state senator NOW @@@ The new look for "the 6:53" comes with using a laser printer instead of a dot matrix printer - the good news is that the better type quality makes for easier reading, and we will probably get more words per page

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the 6:53

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- * Details on OARP's November Meeting
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