

the 6:53

December 1990

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue # 92

CLEVELAND-PITTSBURGH UPDATE ... by Ken Prendergast, *CLE-PITT Project Director*

Early November of 1990 will be remembered as a time of emotional extremes for rail advocates across Ohio. While central Ohio laments its loss of passenger service on the Fort Wayne Line, communities in Northeast Ohio, many along the CLE-PITT Corridor, were experiencing a euphoric return of rail passenger service. The public turnout did more than just overflow the train stations, it acted as a political eye opener. Nearly every politician I spoke with seemed surprised by the crowds. From the mouths of our leaders came words like "I'm astounded," "I'm really impressed," and so it went. Amtrak officials appeared to be equally impressed by the turnout. I predict that the reverberations will be felt for some time. See what happens when trains cross Ohio during the daylight hours!

At Ravenna, the train stopped in front a large crowd for a few minutes, permitting Mayor Don Kainrad and Amtrak's Jim Larson to make speeches from the observation car platform. A large sign at Ravenna greeted the speakers! The train also slowed to a crawl at Kent and Lordstown, giving interested spectators a chance to unfurl signs, take pictures of the train, or to give a friendly wave. This excitement seemed to whet appetites for more train service. For example, several future meetings were arranged on board the inaugural train. The first of which is Nov. 28 between Ravenna, Amtrak, and state officials. [This meeting has been postponed to a later date.]

There are times when OARP members need to be humble about their accomplishments and there are times when we should be openly proud of ourselves. The large crowds at several cities and the cooperation from Amtrak to alter the operation of the inaugural train in order to galvanize local mania for the PENNSYLVANIAN extension was a direct result of OARP teamwork. But Amtrak and the activist community leaders are to be applauded for responding as they did.

Now that the reroute distractions are behind us, the effort to extend the PENNSYLVANIAN will be put into high gear. In the coming months, Keystone ARP's CLE-PITT Project Director, Jay Hrechun, and I will be working together to finally nail down commitments from our elected officials to spend public dollars on capital projects for the populous Cleveland-Youngstown-New Castle-Pittsburgh route. According to Amtrak and ODOT, there are four major capital projects:

- 1) a place to store and service the train in Cleveland;
- 2) the "Ravenna Connection";
- 3) the "New Castle Connection";
- 4) and upgrade the Koppel Secondary Track to permit service into Beaver Falls.

OARP must capitalize on any opportunities that come our way in order to bring the PENNSYLVANIAN to Cleveland. Since the reroute inaugural, I have noticed that the level of desire for daytime Amtrak service has escalated among area officials. Folks, a pivotal opportunity has arrived.



TOP: Missing "Ravenna Connection" which needs \$\$\$ to be rebuilt, only the ties remain -- seen from Dome Car.
CENTER: Ravenna Mayor Donald Kainrad in Car #10001.
BOTTOM: Mayor Kainrad speaking to crowd at unscheduled Ravenna stop, seen from rear platform of Car #10001.

The Word From Ravenna and the Unscheduled Stop, by Mark Schwinn, Ravenna-Kent Regional Co-ordinator

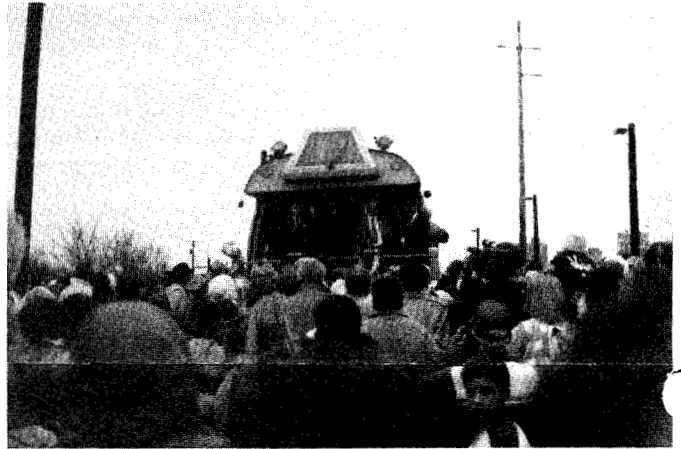
The trip to Ravenna was one of expectancy. We knew that a small group was to be at trackside in Ravenna and would wave signs at the train, showing Ravenna's community support for Amtrak and the PENNSYLVANIAN stop in town as the train rolled by. A last minute change would have the train slow down and stop at Ravenna, unbeknown to the group trackside. They sure would be surprised. However, everyone aboard the train would be surprised at Ravenna, too! As we rolled into Ravenna, the PENNSYLVANIAN, the "Ravenna connection", and related issues were discussed in business car #10001. I was seated beside several VIP's from Amtrak and CSX.

When we stopped in Ravenna, everyone including myself was astonished by the view from the window. Approximately 350 people were gathered at the South Chestnut Street behind a barricade of sawhorses, two police cruisers with lights flashing, and a fire truck. In the center two people held a sign that stated "STOP! Ravenna Needs YOU!". Several people held red stop signs and a woman held a suitcase, waving it at the train, while a band played and the crowd was cheered.

The people in the business car were dumbfounded. One official stated that he had never seen anything like that before. They could not get over the fact that even though Ravenna did not get a stop, its citizens were out in full force, supporting Amtrak. I personally think that Ravenna's demonstration of support will gain it the PENNSYLVANIAN very soon. With the mayor of Ravenna having finished his pep talk to the crowd of wellwishers from the back platform, the train pulled out. Ravenna and its demonstration was talked about for the duration of the trip. What happens next, we can only estimate, but Ravenna has made its point clear. I am very proud to have been a part of this remarkable effort of the people of Ravenna. Most of the credit deserves to go to the mayor, Don Kainrad, and the crowd at South Chestnut Street. Ravenna's demonstration is a shining example to other cities in Ohio, especially if the PENNSYLVANIAN is extended due to Ravenna's demonstration. We shall see.



4th Grade children who boarded at Nappanee.



Mayor Ungaro and Amtrak officials speaking to the throngs at Youngstown.

PRESIDENT'S COLUMN

by J. Howard Harding

Rumors continue to run rampant regarding the possible split of the Lake Shore Limited (trains 48/448 & 49/449). These rumors cannot be supported by the facts, as understood by OARP:

FACT: Amtrak is considering splitting of 48/49 from 448/449 when it gets additional locomotives, coaches and sleeping cars. Splitting the train before additional rolling stock is acquired would increase costs without raising additional revenues, thus diluting Amtrak's revenue-to-cost ratio.

FACT: Amtrak has proposed to ODOT Rail an operating scenario for 3-C Corridor service which assumes that Ohio would purchase enough locomotives and cars to support through Cincinnati-New York coaches and a sleeping car, plus a through Cincinnati-Albany locomotive. The resulting LSL would carry 22 cars between Cleveland and Albany, requiring three locomotives and numerous double and triple stops.

FACT: Amtrak has acknowledge that it would be preferable to wait until the Lake Shore Limited is split before adding through Cincinnati-New York cars because a 22 car train would require a slower schedule and excessive operating costs.

FACT: ODOT has neither accepted nor rejected this operating scenario; there are many unanswered questions to be

resolved before any decision can be made.

Until Amtrak is able to order substantial additional rolling stock, all talk of adding service is pure fantasy. At the recent NARP Board of Directors' meeting in Atlanta, Bill Spann, the President of American-European Express, observed that in order to adequately serve its passengers with existing equipment levels, Amtrak should reduce its number of trains by one third. Spann also noted that until Amtrak is provided with truly adequate capital resources, and until enough people care about the quality and quantity of its services, no person or group will be able to significantly improve its performance.

OARP's task is to work with NARP, environmental and peace groups, Chambers of Commerce, etc., to make the country's social and economic environment more hospitable to rail passenger service operation. We cannot do that by indulging in wishful thinking, fantasizing about new service wish-lists, or indulging in "Am-bashing" every time service imperfections arise. We need to focus our efforts on identifying the barriers to better service and then work systematically to help eliminate them. We have made progress; we have much more to make. The March 23, 1991 NARP Region VI/OARP/MARP/IndARP meeting in Akron will provide a workshop on what we need to do and how better to do it. Mark your calendars now. More details in the next issue.

MAYORS SPEAK OUT!

"the 6:53" in speaking to the Mayors of cities which stand to gain by reroute, asked for reactions and how they would be willing to support improvement of rail passenger service in Ohio and go to bat for state dollars in Columbus. In a far cry from day when response from city hall was slight "ho-hum", these mayors waxed about value of rail passenger service and were willing to go on the record in their support.

Mayor Barbara Marley of Fostoria said we "view it as a plus for the city, although we want the passengers to be patient with us, because station facilities are not in place at present. But we are working on it and hope to be in good shape in spring." She added that these "events were great for the community" and that this was "first time I was on the train in over 20 years. They certainly have improved conditions on the train". She indicated "short-term semi-secure parking will be available about 1 1/2 blocks from the station at a modest cost." She mentioned that current oil crisis points to need for more train passenger service, and that she was willing to help address people in Columbus for some state funding.

Akron's Mayor Donald L. Plusquellic said it "is good for our community to have another transportation choice. Our county just voted to expand its area bus service, and with return of passenger rail service we also have the return of another alternative." Mayor Plusquellic indicated he and his wife took train to Washington about a year and a half ago "before there was any mention of service in Akron. We thoroughly enjoyed that trip and the return". Particularly impressed at the turnout of people to the inaugural ceremony he felt that everyone had a good time and added that he is looking for people to support this new service - "we need people who will use it now, for if people show good ridership support at this early hour, I would hope that additional trains could be added, especially during the daytime. I am committed to more physical improvements at the site. I would hope that it will also contribute to people using the Quaker Square facilities and businesses." He also indicated he is willing to join with other public leaders who will "work for Amtrak expansion in the state".

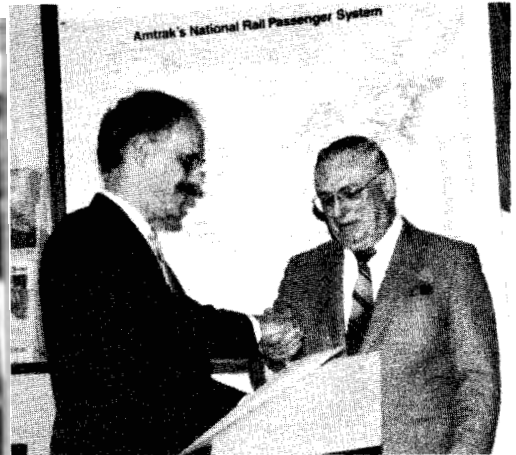
For **Mayor Patrick Ungaro** the sight and sound of the Amtrak train coming into **Youngstown** was a dream of life come true, although it was the PENNSYLVANIAN on which he had set his sights and not the BROADWAY. He rode from Youngstown to Pittsburgh with a contingent of council people and city hall staff. Largest crowd was definitely in Youngstown, thanks in part to large, classy ad in local newspaper where the mayor invited people to "come early and join the festivities" and "bring the family -- children and grandchildren, neighbors and friends! Come help us welcome back a part of the valley's past!!!" Mayor Ungaro added "we see this as just the beginning, for our people want passenger trains and they are here for this inaugural train to show their support". He also mentioned that Youngstown hopes to have its station ready soon and city leaders are looking forward to working to get PENNSYLVANIAN. He promised also to speak to state leaders in Columbus to drum up support for the Ravenna connection.

Mayor Frances Carr of Alliance stated this inauguration observance ranks as "one of the events for which our community has been most supportive in years ... for us it was a day of celebration, from old timers for whom it brought back memories to kids who had never seen a passenger train". He added that the "number of people present when the train arrived

was impressive, it certainly showed a high interest". In commenting on ride to Cleveland he said "the ride was so smooth and quiet, and I soon learned this was because of the welded rail with no connecting joints". He especially liked "all the room in the Amfleet coaches -- one was not jammed in like on an airplane, there was room to walk around". In responding to questions about developments at station site and safety he noted "Conrail will not let existing station be used". Nevertheless Alliance "has put up money for development of some kind of building. We opened bids for work on one shelter, but these bids came in too high and then the proposal was unacceptable to Conrail." He mentioned they were "now looking at a small shelter, a modular facility, such as manufactured by 'Handy Huts'", adding we will be "working hard for safety and police protection at site, along with good nearby overnight parking".

Hunter Morrison, Director, Planning Commission, City of Cleveland and representative of Cleveland Mayor Michael White, spoke at Cleveland Lakefront Station on November 9, 1990. In interview with "the 6:53" he mentioned "the Mayor of Cleveland and the Planning Commission hope that the inauguration of daily service of the CAPITOL LIMITED to Washington is the first step in continuing efforts to upgrade rail passenger service to and from Cleveland. We are looking for more frequent trains and destinations from our city, for we do consider Amtrak as a viable mode of transportation today." When asked about proposed extension of PENNSYLVANIAN to Ohio Mr. Morrison assured us Mayor White of Cleveland was "willing to work with other Ohio communities enroute and with OARP in advocating additional service. We would be interested in being part of any Mayors' and Cities coalition to improve rail passenger service and to work for some state funding". In welcoming ceremony this "Proclamation Acclaiming The Initiation of Amtrak service to Chicago and Washington D.C." from Mayor White was read: "The expansion of Amtrak service to downtown Cleveland deserves the praise and gratitude of all citizens of this community who enjoy traveling aboard railroad passenger trains ... The expansion of Amtrak service for Greater Cleveland passenger means a delightful and welcome return to earlier days when railroad trains carried the bulk of the traveling public, a time when people approached and accepted travel in a more leisurely fashion without having to use other transportation alternatives. It is, indeed, great news for train fans throughout Northern Ohio." "I, Michael R. White, the 54th Mayor of the City of Cleveland, do hereby offer this personal and official expression of appreciation to Amtrak ... [for] passenger train service to Chicago and to our Nation's Capital".

Mayor Donald Kalnrad of Ravenna went on record advocating the extension of the PENNSYLVANIAN, when in an unscheduled Amtrak inaugural train stop he presented his case to Ravenna constituents and Amtrak officials. Excited about the prospect of the revival of local rail passenger service he indicated he "enjoyed that day very much and found Amtrak officials to be very gracious", adding "I see rail passenger trains as viable for the future both as energy efficient and a safe way to travel." He further said "I recognize that other things have to be done for the extension of the PENNSYLVANIAN, but I do want to see all of this happen", indicating that he was "willing to address leaders in Columbus for financial support in improving rail passenger service. The time is now for mayors and state leaders to be working together on this."



LEFT: Amtrak's James Larson and Wick Leatherwood, Mayor Plusquellic at Akron welcoming ceremony; CENTER: Mayor and Mrs. Carr of Alliance with Carnation Queen Chaney in Dining Car; RIGHT: Hunter Morrison (representing Cleveland Mayor White) presenting Proclamation to Amtrak assistant VP James Larson.

INAUGURAL RUN REFLECTIONS

... even some in **CHICAGO** knew what was going on ... one early morning "Loop" cab driver was on third fare to Union Station for this run ... Amtrak certainly put best foot forward ... consist was clean, cars spotless, windows hand-scrubbed, including some washed as train was loading ... hot coffee greeted participants in predawn hours on southbound tracks of Chicago Union Station

... departure on Wednesday, November 7 from Windy City was prompt ... "Empire Breakfast" consisting of muffins, croissant, hard boiled egg, cheese, and fruit greeted those making the 6 a.m. departure ... entered the new-to-Amtrak CSX trackage shortly after leaving Hammond-Whiting ...

... day brought similar inaugural ceremonies in each city - banner-breaking by lead locomotive, spirited band, drawing for Amtrak round trip tickets to Chicago, New York, and/ or Washington, official presentation by the Amtrak representatives, and words of welcome by mayor ... sometimes on portable stage erected near loading platform, othertimes from open platform of executive car, "Beach Grove" (#10001), at rear of train ... OARP members were also invited to ride in "Beach Grove" at various stages of journey, including after dark to Pittsburgh - roadbed was lighted by spotlights and viewed through back picture windows ... on lighter note throughout trip different musical groups supplied entertainment in lounge car ...

... 9 a.m. punctual arrival at **NAPPANEE**, Indiana was punctual ... Northwood High School Marching Band and Mayor Robert Callander greeted train in early morning grey mist ... largest group of entire journey embarked at this point, including 75 school children and numerous residents and officials from Nappanee, Garrett, and Waterloo ... between these communities every seat was filled and then some ... greetings were extended in **GARRETT** at 10:10 a.m. -- scene included cameramen in cherry-pickers and policemen holding back traffic at crossings ... High School band and Swing Choir, Mayor David of Garrett, and Councilman Jim Nack of Waterloo offered the welcomes ...

... at 12:10 p.m. special train, after racing across western Ohio farmland, broke welcome banner in **FOSTORIA** ... public high school band and St. Wendelin high school band plus a crowd of 300 people greeted train with welcome on platform next to CSX station by Mayor Barbara Marley ... numerous city officials and community members joined in traveling to Akron ...

... with extra time built into schedule inaugural train waited outside next city for 25 minutes to meet scheduled 2:50 p.m. arrival in **AKRON** ... East High School Band, Mayor Donald Plusquellic, and hundreds of enthusiastic spectators offered warm welcome ... followed by brief ceremony on portable stage in front of Quaker Hilton, first-class downtown hotel situated in old grain silos adjacent to "Quaker Square" four-story shopping mart fashioned out of old Quaker Oats factory (remember cereal "shot from guns"? it originated here!) ... Rubber City Mayor joined train riding all to Pittsburgh (and returning to Canton same night on **BROADWAY!**) ... one guest boarding in Akron was Mayor Donald Kainrad of Ravenna now another key figure in Amtrak expansion discussions ...

... winding through north Akron with special, requested slow-down for spectators in **KENT**, inaugural train made unscheduled, surprise stop in **RAVENNA** at Chestnut Street ... speaking to the assembled crowd from open platform of business car # 100001 Mayor Kainrad and Amtrak assistant vice-president James Larson indicated that Ravenna will be given serious consideration as **PENNSYLVANIAN** stop and meeting with state and local officials will take place in near future (see feature stories on Ravenna elsewhere in this edition) ...

... **YOUNGSTOWN** arrival at 4:30 p.m. greeted by Chaney High School Band and crowd estimated at over 4000, standing on every available piece of platform on either side and mainline track unused for the moment ... speaking from platform of "Beach Grove" Mayor Patrick Ungaro and Amtrak officials greeted the throngs waiting in spite of the cold, blustery weather ... as train pulled in one Amtrak official shouted, "they are on this side", another, "no, they are on this side!" ... observers were pleased by well-constructed platforms and lighting at the old B &

O Railroad station, which has received new tile roof and landscaping along with new parking area ... interior will also be finished ... Amtrak officials promised Mayor Ungaro they would participate in gala opening ... in this former steel-mill city the good Mayor and city council were joined by what seemed to be "entire city hall work force" for a festive and spirited celebration enroute to Pittsburgh ... most participants were surprised at the slowness of journey from Youngstown to Pittsburgh, necessitated by CSX routing on good track punctuated by curves and grades and a slow backup into the Pittsburgh depot ... when passing New Castle Junction, Pennsylvania, OARP members pointed out location of connection that should be built to the P & LE which already has link to Conrail tracks, which offer faster route to Pittsburgh than serpentine B & O which this train rode ... the existing track is in relatively good condition, so other than the new signals and the B & O - P & LE crossover, the cost should be quite reasonable ...

... returning next day to **PITTSBURGH** station for 7:00 a.m. departure travelers were greeted by sight and hum of **PENNSYLVANIAN** (currently domiciled overnight in Pittsburgh and awaiting its morning departure) and the arrival of the eastbound **BROADWAY** (ironically completing one of its last runs through Canton and Lima) ... to taste of breakfast and aroma of coffee those journeying eagerly looked out the window in a westbound Pittsburgh departure with sunny, daylight view no longer seen on current schedules ...

... 9:00 arrival in **ALLIANCE** was heralded in spirited welcome by High School pep band, Mayor Francis Carr, and other city officials who joined the train along with Carnation Queen Onn Aliesa Chaney and her court (who distributed fresh carnations to everyone on train) ... mood was slightly dampened when just outside of Cleveland this "special" was stabbed by a slow Conrail freight which had broken air hose and had gone into emergency -- problem took about a half hour to resolve with freight going into a side track ...

... belated arrival in **CLEVELAND** occurred at 11:40 a.m. with train using new cross-over to reach lake-front Amtrak station ... entourage was greeted by Collinwood High School "Railroaders" band, cheerleaders, flag bearers and modest crowd ... inside station Hunter Morrison, city planning commissioner who represented Mayor White, read proclamation focusing on the expanded service ... but the word went out quickly to Cleveland community, what with a live radio broadcast and a live telecast from the station ... at peak of activities, line of people over 200' long backed up into parking lot with additional long line of traffic longing to get into parking lot ... inside Dixieland trio serenaded visitors while OARP members were busy at table passing out literature ... day's activities concluded with onboard reception in early evening for travel agents and other guests ... followed by non-stop return to Chicago ...

... any notion one might have that there's no real interest in passenger trains these days was certainly put to rest on Nov. 7 and 8 ... if such a notion might logically have been expected to exist, it would have been along the ex-B & O mainline, in places such as Fostoria, Akron, and Youngstown, cities which haven't had passenger service in a generation, since May 1, 1971 to be exact ... instead public came out in droves at Akron, Alliance, Cleveland, Youngstown, Lowellville, Kent, Ravenna, and Lordstown to witness the inaugural runs of the rerouted **BROADWAY/CAPITOL LIMITEDS** ... estimates of crowd sizes at key cities were -- Akron: 1000 +, Ravenna: 200-350, Youngstown: over 4000, Alliance: 700, and Cleveland: 3250 ... fact that revenue service will be at least desirable hours made size and enthusiasm of crowds even more heartening ... many of the Amtrak people were amazed at reception they received in the Buckeye State! ... hopefully this will be beginning of rail revolution in Ohio ...

(Contributing to this report were Ken Prendergast, Larry George, Mark Schwinn, Bill Hutchison, Ben Farah, "the 6:53" editor, and others.)

"Special thanks" go to James Larson, assistant vice-president of operations and planning, Deborah Hare of Amtrak's Public Affairs Office in Chicago, Wick Leatherwood, Jr. -- Amtrak's State and Community Affairs Officer, a wonderful on-board staff, and a host of other support personnel from Amtrak who went out of their way to accomodate all guests on this inaugural run, and in particular members of OARP!!!

NEWSPAPER COVERAGE OF INAUGURAL TRAIN

Toledo Blade gave extensive coverage to reroute events ++ Nov. 8 published photo and story of Fostoria banner breaking ++ Observed Fostoria service will begin "without a station or platform", but passengers can board and buy tickets from conductor ++ Nov. 12 featured stories on CAPITOL rolling into Toledo and article on Lima and its station, "Train 'own USA' loses rail service after 146 years" ++ Nov. 13 published analysis of route change ++ Nov. 16 saw great editorial, "A Passenger Rail Hub Again", noting "the attention given to Amtrak in Toledo in recent days is a vigorous testament to the kind of renaissance that this nation's rail passenger system is undergoing ... there is reason for optimism. Jam packed airports, the growing interest in high-speed rail, and the upswing in gasoline prices prompted by the Gulf crisis, suggest a need for expanded rail passenger service." ++ Included was spectacular advertisement announcing new train, typical fares, and other highlights presented by Amtrak and Hayes Travel Agency of Perrysburg.

Ravenna-Kent Record Courier assigned two reporters, published front page stories on two occasions prior to inaugural train, and featured Nov. 8 banner headline, "Amtrak surprises Ravenna welcome crowd" and article which began with words, "Amtrak officials announced Wednesday during an unscheduled train stop in Ravenna that the balloon city is going to be considered for a stop along a route between Pittsburgh and Cleveland" ... Exciting "scoop" by any measure it included four photos and another article on the front page, plus inside coverage.

Youngstown Vindicator offered good coverage: Nov. 4 article announced "All aboard! Next stop is Youngstown - Amtrak's Broadway Limited offers a sedate, leisurely ride, a world apart from the hurry-up-and-wait atmosphere at most airports and the pass-me-if-you-can mentality on the highways" ++ Writer identified himself as one who will do anything he can do to by-pass Chicago's O'Hare airport ++ Concluded with observations about cost ("relatively cheaper") and clues on how to get ready if traveling from Youngstown ++ Separate article focused on ceremonies, temporary ticketing and shuttle arrangements, and plans for station renovation including temporary trailer.

Cleveland Plain Dealer had little news prior to rerouting and provided hardly any coverage for the inaugural events in its city, but did come through with a great Nov. 14 editorial "All aboard' along the lakefront", promoting the new BROADWAY and CAPITOL and Amtrak - "... surely a market for the new service, as shown by the crowds that thronged last week to tour a nine-car Amtrak promotional train at the lakefront station ... Amtrak's success in reviving long-haul passenger trains fills a cost-effective niche in inter-city transportation ..."

The Cleveland suburban Sun Newspapers gave great coverage with Nov. 15 photo and article, "Clevelanders hail rails on brand new Amtrak route". ++ Positive article included quotes by OARP members Al Mladineo, Bill Hutchison, and Malcolm Ritchie.



Part of crowd at Fostoria including two bands.

Akron Beacon Journal published Nov. 8 article with photo catching excitement of ceremonies at Quaker Square, supportive comments from mayor of Akron, background on Canton's loss, and comments by OARP President Howard Harding ++ Alas, headline was not by person who wrote article consequently missing point with headline "Big day for nostalgia" ++ Same paper also featured a large "so-so" article with color photo on Nov. 18: "Sit Back, It's a Long Ride - Amtrak run provides view of America" ++ Writer sounded like he enjoyed his trip, but knocked his travels as though he was afraid to admit it ++ Comments on car conditions and timeliness were not necessarily accurate.

Dayton Daily News, on Nov. 8, included photo of banner-breaking and short paragraph ++ Nov. 11 featured sad and poignant article (with color photo of Amtrak's Lima Station) headlined "sour taste for Lima - historic rail center will remember past" ++ Noted that while community is terribly disappointed over this loss, work is continuing on "Traintown" development that would reopen Lima Locomotive Works and draw on city's rail history" ++ Nov. 12 featured major story with plenty of photos on last train from Lima entitled "The end of the line" ++ Written onboard CAPITOL featured comments by Amtrak conductor, Lima agents, observations by riders, and comments by OARP's John H. Keller, Sr., "it's hard to believe this ... it's devastating to think this is the end." ++ Nov. 18 carried perceptive column by Jon Talton, business editor of **Dayton Daily News** ++ He sees real culprit as railroad merger mania several decades ago - "The merger removed the essential element for business success: competition. Only the market can keep its participants doing what they should: serving consumers."

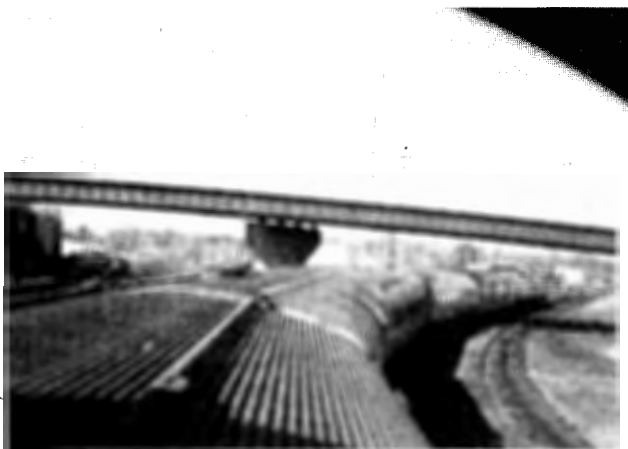
Canton Repository provided good color photos of Alliance arrival, catching spirit of festivities and explaining reasons for reroute. ++ Separate article was concerned with unmanned stop in Alliance and comments by Malcolm Ritchie, OARP area co-ordinator, who addressed lack of security and saw this as step down from manned and secure station in Canton ++ Even though forced to say farewell to its trains **Canton Repository** featured Nov. 20 editorial "Passenger trains have a future" - "with proper planning and execution, rail transportation could be a bright part of the nation's future."

Columbus Dispatch featured Nov. 8 photo of banner-breaking in Fostoria and article peppered with human interest stories of people waiting to see new train ++ Also included comment from Dayton resident lamenting two-hour drive now facing him, instead of one easy hour to Lima.

Fort Wayne Sentinel offered Nov. 12 article and photo showing last train leaving Fort Wayne ++

In somber article **Lima News** covered departure of last train on Nov. 11 with photo, story, and quotes.

In addition TV coverage throughout inaugural run was extensive including interviews and good coverage on Cleveland, Akron, and Youngstown stations in addition to other cities.



Heading north on Conrail tracks to Cleveland, old tracks to Canton at left; at Alliance.

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 U S A	(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	Accessible Travel Agency	(800) 837-2822
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) 877-9724
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 to OARP, 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 price change since inception in 1985. In turn each DIRECTORY listing will include CITY (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 November 1990



TOP: Dave Buckel, Cleveland TV 5; Deborah Hare, Amtrak Public Affairs in Chicago; J. Howard Harding, OARP President.

BOTTOM: Bill Hutchison, OARP VP speaking to Wick Leatherwood, Jr., Amtrak State and Community Affairs.

THE LAST WORDS ...

Status of amended House Bill 349 ...

Expect full senate to vote on this around Dec. 18 - then it's back to the house for more work -- "keep in touch with your state senators"

Amtrak On Record ...

Amtrak assistant vice-president James Larson went on record at welcoming ceremony in Cleveland Nov. 8, 1990 and told "the 6:53" that "we hope that in the future the PENNSYLVANIAN can be extended to Cleveland, and we are looking forward to rail service being established on the 3-C Corridor."

Toledo ... by Larry George ...

Conrail planned to vacate Central Union Terminal by now but decided to let the police department remain in the building. Relatively good news for Amtrak because it won't have to absorb all of CUT's utility costs this winter. Beyond winter is anyone's guess. There was talk Amtrak might move to former Railway express building at east end of terminal complex, but Conrail decided they need the building. With speculation of resumed Detroit-Cincinnati or Detroit-Florida service suggested relocation of Toledo's station to city's west end is dead issue. Such relocation would require a seven mile-plus backup by Detroit trains. Strongly hoped that Amtrak in Toledo will not end up in a trailer on platform, but that is a distinct possibility at this time. With the rerouting of CAPITOL LIMITED split-shift operation at CUT has ended. New hours are 8:30 p.m. until 1:00 p.m. following day.

Lima Update ...

Lima and Ft. Wayne have been joined by Warsaw, Indiana asking Attorney General Thornborough and the Dept. of Justice to reconsider its decision not to exercise its public right of action to

enjoin BROADWAY/ CAPITOL rerouting. The Cities claim material factual error and a misreading of Route and Service Criteria and Procedure. Amtrak in turn contends that it acted correctly and that C & P procedure was followed carefully. As of this date no new decision and/or response from either party has been reported.

View From Elyria ...

Phil Copeland, our active Elyria co-ordinator, has joined others in pushing for stop by CAPITOL. Widely-circulated resolution from City Council recognized that Elyria was the county seat for 200,000 people, mentioned potential for Florida connections, and noted that "rising energy costs, especially automobile gasoline costs, will increase the demand for rail passenger service, which is energy efficient". In a letter Congressman Don J. Pease, identified himself "as a long-time Amtrak user and supporter" adding that "my wife and I plan on taking the CAPITOL LIMITED back and forth to Washington on a regular basis". In written response to Mayor Keys of Elyria, Wick M. Leatherwood, Jr., State and Community Affairs Officer of Amtrak, explained that omission occurred because main ridership is point to point, and they did not want to jeopardize Florida train connections. He added that they were willing to consider Elyria for an April timetable change.

Railfair '91 ...

The California State Railroad Museum is celebrating anniversary by presenting ten-day "Railfair '91" from May 3-12, 1991. "Amtrak AI" Mladineo of Searles Travel in Solon (phone: 800-877-9724) is putting together two packages including rail transportation, fair admission, hotel, plus Reno, Virginia City, and Lake Tahoe stop. in neighborhood of \$598. AI has promised to give \$25 to OARP for each member who takes trip or solicits a participant. (Attention other TRAM agents: let us know about any of your packages which can bring \$\$\$ to OARP, and we will mention them).

BAGGAGE & EXPRESS

@@@ Last month OARP sent Ohio's daily newspapers Press Release highlighting gubernatorial candidates position on rail passenger service

@@@ Lorain Journal reports good news and bad news from Sandusky: proposal to relocate passenger station from Depot Street to Trader Jack's on Cleveland Rd. may be back on track now that Amtrak officials will support relocation - bad news is that Erie County had to let go of grant because Amtrak had not approved project in timely manner - another year before a new grant can be obtained - later story in Sandusky Register says developer is interested in restoring old (and current) Depot if Amtrak will remain as a tenant - "stay tuned"

@@@ IndARP folks tell us status of Chicago-Valparaiso (Amtrak-operated) commuter run is in jeopardy after Dec. 31 - Indiana is to come up with state funding, and it can't do this until middle of January when General Assembly meets

@@@ Mark Schwinn recently had a good letter in the Ravenna-Kent Record Courier, thanking for support at their recent demonstration and giving invitation and info on joining OARP

@@@ Harold Wolff of Medina, long-time OARP board member, was recently hospitalized - wrote he is "now back on track" and thanks OARP members for their concerns, cards, and flowers - his Florida address until May 1, 1991 is: P. O. Box 1632, Lake Panasoffkee, Florida 33538

@@@ Lou Berry, perhaps OARP's oldest member at 87, couldn't be present for our Nov. Columbus confab but did send flowers (which were presented to Patty Harding) - "thanks a bunch, Lou"

@@@ In recent weeks we received many clippings both about inaugural run and passengers news in general - we know we will miss some, but thanks to Steven LaConte, Walter Kussmaul, Al Wolf, Steve Klipfel, Mike Melfi, Russell Aldinger, Richard Cartwright, Jack Slanina, George Vance, George Bayless Jr., Al Mladineo, Mike Melfi, and Larry George (and keep sending the clippings!)

@@@ In this issue we welcome a new travel agent (TRAM listing), Jude Cuddy of Accessible Travel Agency in Columbus - welcome aboard

@@@ B & E column brief this month because of other features - watch next issue for catch-up

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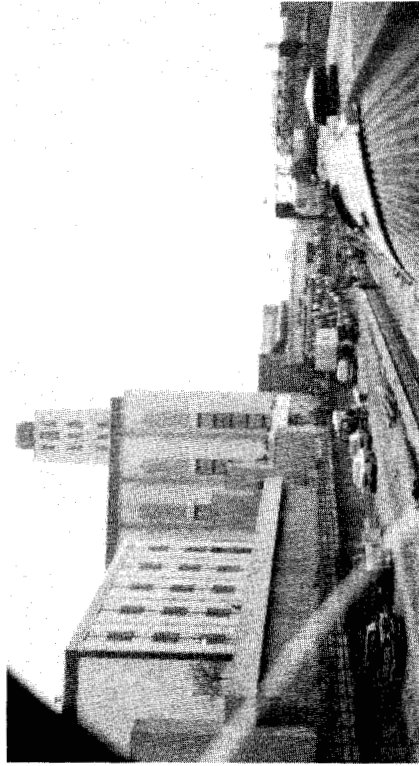
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the 6:53



TOP: Reroute Inaugural Train at Amtrak's Cleveland Lakefront Station
BOTTOM: Entering Amtrak's new Akron home, Quaker Square

"the 6:53" is the official bimonthly 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 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.

-- ALL ABOARD!

NEXT OARP MEETING is March 23, 1991 in Akron in conjunction with NARP Region VI, MARP, and IndARP.

DEADLINE: for the February issue --
January 15, 1991

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OHIO ASSOCIATION OF RAILROAD PASSENGERS

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RAIL TRANSPORTATION ADVOCATES

ADDRESS CORRECTION REQUESTED

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