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# the 6:53

February 1991

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue # 93

*Editorially Speaking.....*

..... WAR, OIL, TRAINS -- WASHINGTON AND COLUMBUS

**"President Bush, Senators Glenn and Metzenbaum, members of the House of Representatives, Governor Voinovich, state senators and representatives -- we are waiting, show us you are serious about energy conservation and transportation issues, including rail passenger transportation."**

The sights and sounds of war are in our living rooms, while fear, anger, sadness, surprise, compassion, and patriotism are in our hearts. Saddam is an evil force which needs to be confronted. Supporting our young men and women in the armed services is obvious and essential. Our misunderstanding of mideastern culture needs to be dealt with seriously, as do the needs of all peoples in that region. The pain of the Persian Gulf conflict leaves none of us unaffected.

Oil is a big factor in this conflict, because as a nation we continue to grow in our use of foreign oil as though it would last forever. We have learned nothing in 20 years -- we lack gravely in a stewardship of natural resources. Yes, the truth is we do have a national energy policy: the word is consume, consume, consume! The last decade was spent in gleefully and systematically dismantling a national policy which stressed conservation. Will the folks in Washington finally be getting serious about a new (and long overdue) energy policy which stresses increased auto gas mileage requirements, conservation policies, energy efficiency, changed lifestyles, and serious energy saving steps? Did the President of the US in the State of the Union address offer us just faint hope and lip service, or are we finally on the edge of getting serious? Or will it soon fade away, only to be revived again at the next war?

Passenger trains are energy efficient and an economic way of transporting people from one place to another. We all know this, or we wouldn't be in OARP. But the message is still falling on deaf ears, both among regular folks and those who purport to be leaders in government. Short-term results are still the rage -- nuts to investing in the future and planning a serious transportation policy which includes rail. Let's just continue to wing it!

Enter the folks in Columbus! Will Governor Voinovich be different than his predecessors, will the state legislators finally press for a balanced transportation policy and system, will Ohio at last begin to sink a few dollars into a much-needed state rail passenger system? Or will it be business as usual again, with fuel consumption growing in Ohio, with more congested highways being built, with triple-trailers on highways pounding the pavement into premature decay and putting the average auto driver at risk?

We long for statesmanship in government and leadership which is willing to deal with the big issues and long-range consequences. We think a comprehensive, balanced energy-efficient transportation policy is one of those big issues which we need to face now as a state and nation! The time of campaign rhetoric is past, as are the days of posturing.

President Bush, Senators Glenn and Metzenbaum, members of the House of Representatives, Governor Voinovich, state senators and representatives -- we are waiting, show us you are serious about energy conservation and transportation issues, including rail passenger transportation. We think it is in you to do so. Give us some action! The members of the Ohio Association of Railroad Passengers and its leaders have only begun to press -- we want some leadership on this issue NOW!

Members of OARP: join us in writing to and speaking with these government leaders in support of positive transportation and energy policies.

RLB

**OFFICIAL NOTICE AND INVITATION: OARP Spring Meeting and NARP Region 6 Meeting -- Saturday, March 23, 1991 -- at the Hilton Inn at Quaker Square in Akron, Ohio -- 10:00 a.m. to 4:00 p.m.**

Quaker Square and the Hilton are housed in the old Quaker Oats factory and silos of the breakfast food "shot from guns!" fame -- location is 1500' from Amtrak's BROADWAY LIMITED stop. Plan to attend, take the train, use carpool, do come!

**DETAILED INFO AND REGISTRATION FORMS ON THE ENCLOSED INSERT IN THE COPIES OF THIS NEWSLETTER SENT TO OARP MEMBERS!**

## LEADING OARP AND OHIO INTO THE 1990S

by J. HOWARD HARDING, *OARP President*

Rail passenger service advocates in Ohio lost another battle last December when the Ohio Senate Rules committee refused to vote out Amended HB 349, as approved by the Senate Transportation Committee. That bill would have provided state funding for rail passenger and freight service capital improvements from state rail excise tax revenues which now disappear into the general fund. While that battle is lost, the quest for more balanced transportation funding -- at state and federal levels -- goes on.

Senator Robert Boggs, now Minority Leader in the Senate, plans to re-introduce the language from HB 349 this session. Co-sponsors will be needed and OARP will be actively supporting that effort, as future issues will report.

On Saturday, March 23, 1991, we will take another step toward balanced funding via the program for the NARP Region VI meeting in Akron. Our speaker will be Harriet Parcels, Director of the Campaign for New Transportation Priorities. The Campaign is a national coalition, led by NARP and composed of almost 40 other national environmental and public interest groups, including --

The Institute for Transportation & Development Policy  
Environmental Action  
Bicycle Federation  
Amalgamated Transit Union  
Clean Air Council

Scenic America  
Sierra Club  
Friends of the Earth  
League of American Wheelmen  
Rails to Trails Conservancy  
Union of Concerned Scientists

The Campaign's primary focus is on restructuring federal transportation funding programs to reduce their support for automobile dependency and increase their support for urban and intercity transit, ridesharing, bikeways, pedestrian facilities and other energy-efficient forms of transportation. The Campaign's diverse members are united in this effort by the belief that America's auto-dependency is the primary cause of our energy inefficiency and air, water and land pollution problems which threaten the life-sustaining capacity of this earth.

Ms. Parcels will be talking about how the Campaign was formed and how it operates. We will then discuss ways in which NARP members in Region 6 can work through their state ARPs to form similar state and regional coalitions. Leaders of Ohio environmental groups have been invited to join us in that discussion. Jane Harf of the Sierra Club has already tentatively agreed to participate. Others are expected. I hope OARP members will join in the meeting and in the active work of coalition building which will follow. Such coalitions will provide us with sufficient irresistible force to finally overcome the previously immovable obstruction of highway/auto obsession which now blocks transportation progress in Ohio



Former silos which have been converted into Akron's Hilton Hotel at Quaker Square, site of our March 23 meeting -- in the foreground the walkway leading to the Amtrak platform.



The welcoming crowd at Alliance -- an unstaffed Amtrak stop which will not use the existing station.

## CHICAGO-FLORIDA STUDY .....

What will it take to restore Chicago-Florida service? We have seen the congressionally mandated study released by Amtrak in Dec. 1990, and the word is, "money!" While the study disavows the choosing of a preferred route, it did use, as a model for the study, the Chicago-Evansville-Nashville-Chattanooga-Atlanta-Macon-Waycross-Jacksonville route which by-passes Ohio. Behind that choice is the fact that start-up would be simplest and least expensive via this trackage. Other routes will take substantial rebuilding and a much larger investment, not to mention that this model route is two to three hours shorter than the alternatives.

A total of five new Superliner train sets would have to be purchased to initiate this service, to be acquired at a cost of \$150 to \$175 million. Because of severe budget limitations Amtrak has indicated that the states and others would have to

come up with the money for equipment before service could begin. Capital improvements would require an addition \$50 plus million.

The other possible route is via Indianapolis-Cincinnati-Louisville. In its favor is its people base -- these cities support a much larger population segment than Evansville-Nashville which certainly would make a difference in terms of revenue and profitability. So don't rule it out!

Will a Chicago-Florida train stop in Ohio at Cincinnati? The real question is, does Cincinnati and Ohio want it, or will we again manage to snatch defeat from the jaws of victory? OARP has a big stake in this, and perhaps the first step is lighting fire underneath the civic and government leaders in Cincinnati and Clermont County to get on the band wagon, perhaps as aggressively as Atlanta has been! Stay tuned -- and speak out now!

## CLEVELAND-PITTSBURGH UPDATE.....

**Kenneth Prendergast, Director,  
CLE-PITT Special Project**

Several recent developments suggest that Amtrak will extend the "PENNSYLVANIAN" (NY-Pittsburgh) route to Cleveland, perhaps by the end of this year. Responding to a letter from Jack Martin, President of the National Assoc. of RR Passengers (NARP), Amtrak President Graham Claytor said that "extending the PENNSYLVANIAN to Cleveland...should prove to be incrementally profitable for Amtrak." Regarding which route should be used between Cleveland and Pittsburgh, Claytor announced that "I would not want to initiate service on the Alliance route, only to reroute [via Youngstown] shortly thereafter."

It appears that Amtrak's first priority is to extend the PENNSYLVANIAN through to Cleveland; whether it travels via Alliance or via Youngstown is a secondary matter. Undoubtedly, Claytor's apprehension concerning train reroutes stems from the bitterness surrounding the BROADWAY/CAPITOL LIMITED re-routes. If approximately \$5-10 million is forthcoming to implement the Youngstown route, Amtrak will initiate the PENNSYLVANIAN extension on that route. If capital funds are not available, Amtrak will use the Alliance route as long as it is the only unsevered rail line between Cleveland and Pittsburgh.

The CLE-PITT Project interprets Claytor's letter as an invitation to pursue capital funding for the Youngstown route. Such an invitation is a major reason why community leaders in Ohio and Pennsylvania have agreed to work together to locate the necessary capital funds. The first of a series of meetings will be held in February so that the wheels may be put in motion. Look for a meeting report in the April 6:53.

In addition to extending the PENNSYLVANIAN via Youngstown, Claytor may have another motive for inviting local officials to pursue capital funds. Locating dollars for capital projects (including the all-important New Castle, PA Connection) would also directly benefit the BROADWAY LIMITED by shaving as much as an hour from its schedule. This may



**BROADWAY/CAPITOL Inaugural Train at Cleveland's Lakefront Station -- how soon before we see the PENNSYLVANIAN sitting on this track?**

explain Amtrak's increased interest in extending the PENNSYLVANIAN via Youngstown. The BROADWAY's speed and reliability between Pittsburgh and Youngstown leaves much to be desired, and must be improved.

How poor is the BROADWAY route between Pittsburgh and Youngstown? On January 9th, the BROADWAY was forced to make a detour when an abandoned bridge collapsed on the CSX mainline just West of the Youngstown Amtrak station. From Pittsburgh, train #41 detoured over the CAPITOL LIMITED route via Alliance to Hudson. At Hudson, the BROADWAY used a shabby branchline into Akron, where it rejoined its normal routing to Chicago. The train took an hour to plod from Hudson to Akron, a distance of 13 miles. Despite the laborious detour, train #41 lost a mere 3 minutes. Also, occasional signalling malfunctions on the already slow, curving track between New Castle and Pittsburgh have delayed the BROADWAY over an hour at times. Amtrak wants to get the BROADWAY off of this segment, and the PENNSYLVANIAN extension effort may offer the cure (\$).

Last but not least, OARP's CLE-PITT Project account has dropped to EXTREMELY low levels which threatens to interrupt our on-going activities. AT THIS TIME I AM ASKING YOU TO HELP PROVIDE EXTRA MONETARY SUPPORT FOR THE CLE-PITT PROJECT ACCOUNT. I would like to remind OARP members that CLE-PITT project activities are not sustained by your membership dues. Funding to offset expenses generated by the project come from individual and organizational contributions. I am currently budging grant requests through several bureaucracies, but it will take several months before any results can be achieved.

PLEASE HELP AS BEST YOU CAN AT THIS TIME! Checks or money orders should be made payable to "OARP CLE-PITT SPECIAL PROJECT FUND" and mailed to OARP, 2422 South Patterson, Dayton, Ohio, 45409. Your contributions will help OARP's efforts to bring Amtrak's PENNSYLVANIAN service into Ohio!

### CURRENT AMTRAK SERVICE IN OHIO (as of February 1, 1991):

Akron	--	# 40	Eastbound	BROADWAY LIMITED		Dp	330a
		# 41	Westbound	BROADWAY LIMITED		Dp	349a
Alliance	--	# 30	Eastbound	CAPITOL LIMITED		Dp	115a
		# 29	Westbound	CAPITOL LIMITED		Dp	122a
Bryan	--	# 49	Westbound	LAKE SHORE LIMITED		Dp	1019a
		# 48	Eastbound	LAKE SHORE LIMITED		Dp	1036p
Cincinnati	--	# 51	Westbound	CARDINAL (M,Th,Sa)	Ar	310a	Dp 325a
		# 50	Eastbound	CARDINAL (W,F,Su)	Ar	435a	Dp 450a
Cleveland	--	# 48	Eastbound	LAKE SHORE LIMITED	Ar	154a	Dp 204a
		# 29	Westbound	CAPITOL LIMITED		Dp	255a
		# 49	Westbound	LAKE SHORE LIMITED	Ar	650a	Dp 700a
Elyria	--	# 30	Eastbound	CAPITOL LIMITED		Dp	1155p
		# 48	Eastbound	LAKE SHORE LIMITED		Dp	118a
Fostoria	--	# 49	Westbound	LAKE SHORE LIMITED		Dp	733a
		# 40	Eastbound	BROADWAY LIMITED		Dp	125a
Hamilton	--	# 41	Westbound	BROADWAY LIMITED		Dp	549a
		# 50	Eastbound	CARDINAL (W,F,Su)		Dp	315a
Sandusky	--	# 51	Westbound	CARDINAL (M,Th,Sa)		Dp	430a
		# 48	Eastbound	LAKE SHORE LIMITED		Dp	1243a
		# 49	Westbound	LAKE SHORE LIMITED		Dp	808a
Toledo	--	# 29	Westbound	CAPITOL LIMITED	Ar	450a	Dp 510a
		# 49	Westbound	LAKE SHORE LIMITED	Ar	901a	Dp 926a
		# 353	Westbound	LAKE CITIES		Dp	955a
		# 30	Eastbound	CAPITOL LIMITED	Ar	930p	Dp 950p
Youngstown	--	# 352	Eastbound	LAKE CITIES	Ar	1050p	
		# 48	Eastbound	LAKE SHORE LIMITED	Ar	1131p	Dp 1156p
		# 41	Westbound	BROADWAY LIMITED		Dp	239a
	# 40	Eastbound	BROADWAY LIMITED		Dp	440a	

## INTERVIEWING.....

### Frank Neff of the Miami County Auto Club/AAA

In January "the 6:53" spoke with Frank Neff, manager of the Miami County Auto Club/AAA Travel in Piqua. In the travel business for 31 years he is now president of the local club. His interest in rail passenger trains has been lifelong, beginning as a child in Columbus when he was both a train-rider and a train-watcher. Always interested in promoting Amtrak sales Frank indicated that for many "price is a big factor, in addition to convenience." He is concerned about the loss of service in Lima, noting that 80-85% of his sales depart from that city -- "I am not sure where this traffic will now be redirected".

In response to our question, "what do you wish Amtrak would offer next?" -- his response was "3C service is a must, with reasonable connections to New York and Washington. I am also looking for the CARDINAL to go daily and an improvement of service out of Cincinnati, plus a branch for St. Louis." He also works hard at acquainting his salespeople with Amtrak -- "we use the sales training videos, and I give them opportunities to travel on the train."

When it came to suggestions for travelers Mr. Neff suggested that one should "book early for summer. Be flexible and don't cut your schedule too close, so that you can see the country in comfort." He feels that the Amtrak on-board staff, along with the food, continues to show improvement. A long-time member of OARP Frank feels that we need to keep pushing for 3-C service as a priority. He adds that if we are to have Chicago-Florida service passing through our state, it is essential that OARP works hard to get the people and government in Cincinnati behind it!

## OARP'S NOV. 10, 1990 MEETING

..... The November 10 meeting of OARP began with a welcome by President J. Howard Harding and Treasurer George Bayless' report to the 47 + people present ..... Pres. Em. Tom Pulsifer reported on Operation Lifesaver, its activities and available materials ..... Director Al Wolf spoke about the trolley bus situation in Dayton and his article in Rail Travel News was acknowledged ..... in reporting on the reroute inaugural trains Howard mentioned OARP was well-represented -- he added that the New Castle-Youngstown journey was slow in travelling, not because of rough roads but curves and hills ..... Phil Copeland mentioned 40 people on the Elyria platform welcomed the premiere train with a banner "Elyria To Washington - A Capitol Ideal" ..... mention was made that 1991 federal funding for Amtrak has been approved, but not at level first sought -- lack of sufficient physical equipment remains # 1 problem .....

..... Jolene Molitoris, deputy dir. of ODOT for rail, who was lauded by the group as "one of the best state DOT rail directors", addressed group on number of issues // national: "hope that some of increased gas tax can be used for rail -- we need to focus on merits of our mode as safest, cleanest, and best" // safety: "answer to high number of rail crossing fatalities (over 40% at protected crossings) is education -- a new video will be shown to all driver ed. students in Ohio // conventional service: "there is a growing awareness in the state of the kind of service that rail can offer" -- "the hearts of our large cities must be transportation hubs" -- ad hoc committee is looking at the Terminal Tower situation: "opportunity for conventional trains and high speed rail to use downtown Cleveland and the Terminal Tower will soon be precluded unless steps are taken now" -- funds have been requested to study costs of protecting right of way into structure before more irreversible construction takes place -- concerning Columbus no definitive agreement exists where a new station would be located -- "this right of way needs to be protected now!" // Amended HB 349 -- realities are that tax collection for state budget is down -- Ohio has instituted across the board strict spending guidelines -- since rail excise tax currently goes into general fund reallocation could be in jeopardy -- Jolene added that "user tax for rail is important, rail needs some standing funds, besides general revenues" -- she added that in terms of legislation "OARP has been a very effective support" .....

..... a difference of opinion exists with state tax commissioner over definition of who pays rail excise tax -- original understanding appears that it should be for intrastate freight only -- Ohio tax commissioner has said that if shipment comes from out of state but is transferred to a short line in state which later turns it over to another out of state carrier -- it will be taxed as intrastate and therefore liable for excise tax -- Bob Manning, speaking for Ohio Railroad association, said they are working for definition of "intrastate" business, and that this tax should not apply to any interstate shipments, even if on an Ohio shortline for part of trip -- noted by all that this controversy may cloud hopes for immediate

passage of Amended HB 349 ..... discussion next centered around proposals for trucking lobby, who want increased weights and lengths (triple-trailer) in exchange for tax increases -- safety of these proposals was examined, along with concern that these trucks will cause highways to deteriorate more rapidly and could hurt shortlines economically -- we were introduced to "CRASH" (Citizens For Reliable And Safe Highways) which will address safety issues raised by length and weight increases .....

..... "6:53" editor Ron Bergen mentioned themes of next issue which he expects to be 100% laser printed -- watch for a mayor's scoreboard -- "continue to send articles and clippings -- don't be dismayed if we don't publish immediately, some things go on temporary hold while priorities are established" -- he also solicited suggestions and comments .....

..... Jeff Darbee, of Benjamin D. Rickey and Co., an historic preservation consulting firm, gave an excellent narrated slide presentation on historic depots, freight houses, and towers in Ohio -- communities highlighted included Crestline, Mt. Vernon, Youngstown, Cambridge, Seville, Pataskala, Blacklick, Athens, Grove City, Madeira, Delaware, Upper Sandusky, Prospect, Canal Winchester, Galion, Dillonaire, Johnstown, Granville, Cold Springs, Delaware, Loudonville, Plain City, Wooster, Milford Center, Maumee, Waterville, Valley Jct., Hopedale, Smithfield, Lima, S. Charleston, and Mt. Sterling plus enlarged presentations on terminals in Cincinnati (restored), Cleveland (renovated), and Columbus (kaput!) -- educational and enlightening .....

..... Howard reported on the recent NARP board meeting in Atlanta -- funding for a freeway extension in Boston has evoked the injection of comments by NARP -- highway development of the magnitude of this north-south connection needs to include rail trackage // Canada VISA -- volume and quality is not good at this point // Chicago-Florida proposal has evoked strong debate, whether through Evansville-Nashville, or CARDINAL route including Cincinnati -- largest and most vocal voices are focusing on Evansville "because Michigan and Ohio markets for Florida are massive and could tap into this train in Cincinnati, we need to bear down hard now" to our members of congress and Amtrak if we want the Cincinnati to be in the running // private bidders for high speed are having second thoughts if they must fund it alone // mayors in Illinois are working on a split of the Zephyr on C & N tracks in Illinois and Iowa // NARP will continue to address Amtrak's two biggest problems, need for dollars for new equipment, and on-time problems, especially in Chicago .....

..... meeting concluded with drawing for door prizes and announcement of plans for March meeting in Akron and the comment that on this night of Nov. 10 "138 years of continually passenger service west of Alliance on the (old) Pennsy route will draw to a close!" ..... (Special thanks to Dave Leupold for inviting Jeff Darbee to make his presentation on historic depots, and Bob Boyce for finding a meeting place and handling details.) .....

## THE LAST WORDS ...

### Great promotions by neighboring states' DOTs ...

We've mentioned on another occasion the neat multi-color brochure which the Illinois Department of Transportation has printed highlighting Amtrak service in all directions out of Chicago -- we've picked up copies throughout the land of Lincoln -- thanks now to IllinoisARP for sending us the newest publication of IllinoisDOT's Bureau of Railroads, a two page newsletter entitled "Amtrak Service Update" which highlights the status and progress of all Amtrak activities in Illinois. \*\*\* We also have in our hands a multi-colored brochure "All Aboard Michigan", subtitled "A Traveler's Guide to Michigan's Rail Passenger Service" -- published and distributed by the Michigan Department of Transportation -- it makes a great pitch in identifying and urging usage of Amtrak service which permeates their state. \*\*\* Seems that not only do these states finance passenger rail transportation, but the states themselves actively promote it -- even though Illinois boasts the busiest airport and Michigan is the center of automobile production!

### If Maine can do it, why not ??? ...

On other side of ledger is a neat editorial from Nov. 28 Providence (R.I.) Journal which points to "The Maine Example -- Maine voted early this month (52 to 48 percent) for a \$4.5-million bond issue designed to lay the groundwork for a restoration of rail passenger service. The referendum would allow the state to buy a section of track between Augusta and Brunswick ... [which] would connect with other lines going up and down the state's coast, to which, proponents hope, regular passenger service will eventually return ... Mainers had the Persian Gulf crisis to concentrate their attention on the fragility of a transportation system based on the assumption of cheap gasoline" -- the editorial concludes with the comment "if railroad service can be brought back to Maine, it surely can be expanded in southern New England" -- and we would add -- in Ohio also!!!

### Recent photos ...

Photos in this issue and the Dec. 1990 issue which featured Amtrak's reroute inaugural were all by "the 6:53" editor.

### Chicago Union Station Update ...

We have been passing through Chicago's Union Station for the last 45 plus years -- we have seen it in its heyday -- we lamented its destruction/shrinkage in the 1960s -- we have watched and supported its renovation in recent months -- we were pleased when we saw in Nov. the newly opened Amtrak ticket windows (art deco and all) -- and now we have this exciting update about the Chicago Union Station, which serves as the hub of Amtrak' system, from the Fall/Winter "Amtrak Midwest Rail Notes" produced by their Route Marketing Dept.: "Amtrak's \$30 million reconstruction of Chicago Union Station is entering the homestretch. In less than a year passengers will pass through a state of the art facility. The station is being constructed in a manner which will separate heavy commuter rush hour traffic away from Amtrak intercity riders as much as possible in a joint facility ... [and includes] an improvement with curbside baggage check-in and direct elevator access from Canal Street. In the station new passenger lounges, restrooms, baggage carousals and a ticket office will be featured ... By the end of March 1991 new restrooms, gate areas, and the first expanded shops and services will be in place. By the end of summer 1991 the whole new station will be in service." We can't wait to see the finished product!

### Canadian Rockies and Glacier National Park ...

A neat 14-day rail tour has been planned by Wood County Seniors and Friends, running from June 27 to July 10, 1991,

covering the "Canadian Rockies Majesty and Waterton-Glacier International Peace Park" -- begins with a bus trip from Bowling Green, Perrysburg and Toledo to Toronto, traveling across our northern neighbor on VIA's CANADIAN, with return on Amtrak's EMPIRE BUILDER. Open to folks of any age, and not just seniors. Sounds great, cost of the package including hotel and many meals, is around \$2,545 per person plus sleeping car accommodations. \$25 has been promised to OARP for each member who takes the trip or solicits a participant. For more info phone Sharon Zuchewski at Hayes Travel Agency in Perrysburg (Toledo) at (419) 874-2271. (Attention other TRAM members: let us know about your packages which can bring \$\$\$ to OARP, and we will mention them).

### Beauty Is In The Eye Of The Editor ...

In the Dec. 1990 "6:53" we mentioned an article by Bob Dyer initially published in the Akron Beacon-Journal. We commented that while the writer seemed to have enjoyed his journey on the BROADWAY from Akron to Pittsburgh, he was reluctant to admit this, finding fault with little features which bugged him. This article was subsequently distributed by the Knight-Ridder Newspapers. When the Dayton Daily News reprinted it on Dec. 9, 1990 they shortened it by eliminating some of the nit-picking, so that it ended up as a pretty upbeat article with the headline "Get on track: Train travel just the ticket for seeing the countryside". When the Youngstown Vindicator reprinted it on Dec. 2, 1990 (a newspaper which is normally passenger train "user friendly") it by-lined the article with a comment about being "cramped, noisy, smelly, slow" and focused on a malfunctioning PA and lack of ice water in the roomette. Ah, come on.....what editing and headline writing will do ...

### Lima Update -- A Sad Commentary ...

"Group surrenders in Amtrak battle" was the headline of a Nov. 9, 1990 article in the Lima News. "Members of the task force who have been attempting to save Lima's passenger train service acknowledged they probably have lost the battle, but said the larger war of retaining rail service looms ahead." The article added that "[Mayor David] Berger, city Planning Director Richard C. Schroeder and other task force members said they would fight to keep freight service. Berger said the loss of Amtrak would not have an immediate, large economic effect on Lima but that if Conrail stopped serving the area, it would have a huge effect."



Station in Fostoria -- alas, unlike Lima, this stop is not staffed and the existing station will not be used.



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

Akron	Chima Travel Bureau	(216) 867-4770	Wanda Bittinger
Akron	Parkside Travel U S A	(216) 724-1800	Joel Brown
Canal Fulton	Massillon AAA Travel	(216) 854-6616	
Cincinnati	West Chester Travel, Inc.	(800) 634-8150	(513) 777-6770 David Dawson
Cleveland	Ohio Motorists Association/AAA Travel	(216) 361-6080	
Cleveland	Randall Park Mall Travel Agency	(800) 999-2434	(216) 475-8747 Robert Peck
Columbus	Accessible Travel Agency	(800) 837-2822	(614) 792-3555 Jude Cuddy
Columbus	The Ohio Automobile Club/AAA Travel	(614) 431-7823	
Dayton	The Miami Valley Auto Club/AAA Travel	(513) 224-2888	Virginia Adams
Elyria	Tours & Travel Service, Inc.	(216) 323-5423	
Mansfield	Mansfield Travel Center	(419) 756-8747	Jay Gilbert
Massillon	Massillon AAA Travel	(216) 833-1034	Karen
Perrysburg	Hayes Travel Agency	(419) 874-2271	Sharon Zuchewski
Piqua	The Miami County Auto Club/AAA Travel	(513) 773-3753	Frank Neff
Sandusky	Sandusky Travel Service, Inc.	(419) 626-4633	Roberta Skyler
Solon	Searles Travel Service	(800) 877-9724	Al Mladineo
Tipp City	The Miami County Auto Club/AAA Travel	(513) 667-5333	Richard Hardesty
Toledo	The Toledo Automobile Club/AAA Travel	(419) 241-0155	Nancy Connair
Troy	The Miami County Auto Club/AAA Travel	(513) 339-0112	

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. The TRAM annual listing fee of \$40 entitles you to list your CITY, the NAME OF YOUR AGENCY, one LONG DISTANCE PHONE NUMBER (which may be a "WATS" (800) toll-free number), one LOCAL PHONE NUMBER, and the name of one salesperson at the agency. RENEWALS will be billed by the Treasurer. ATTENTION CURRENT TRAM MEMBERS: if you have not sent in your renewal for 1991, please return it the Treasurer now ASAP. If any of the above information about your agency is incorrect or incomplete, please send corrected information to the Editor of "the 6:53" immediately.

Rev February 1991

## BAGGAGE & EXPRESS.....

@@@ From the "oops" department: thank you to a couple of helpful folks who caught a big misspelling in the last issue which we missed, and thank you also to other kind folks who did NOT mention it -- the word is "inaugural" as in "inaugural train" and not "inaugara!" -- with a thumbs down to a computer spell-checker which missed it ..... @@@ Walter J. Kussmaul (Coshocton Reg. Coord.) sent article from Nov. 2 Coshocton Tribune mentioning Conrail has selected prospects for sale of "panhandle line" in 1991 -- serving nearly 160 miles of central Ohio and 6 cities -- "the only existing east-west line from Columbus to Pittsburgh" ..... @@@ Thanks to Al Wolf for host of clippings from Dayton Daily News -- focus was on fuel price hikes causing airlines to cut back on services, or go bankrupt -- meanwhile June 2 article emphasized airport expansion was planned for Dayton and Aug. 17 article mentioned a possible layoff by USAir of 200 pilots ..... @@@ Al also reported on efforts to keep trolley buses in Dayton -- proponents state that energy crunch and future projections of price and availability of fuel mandate keeping trolleys -- opponents suggest that replacement and modernization costs make continuation prohibitive -- lot of interest has been aroused -- Dayton RTA is pushing for abandonment, Mayor and county government, rail types, and concerned citizens are pushing for retention -- as battle heats comment was heard that move to de-electrify trolley system "typifies the dilemma of America's bankrupt energy policies", with Mayor Dixon asserting that Dayton would become a "laughing stock" in national circles if it scuttled this electric service now ..... @@@ Last Sep. in Lima we were hosted on a special tour of the Allen County Museum, home of the Allen County Historical Society -- definitely one of country's outstanding repositories for story of locomotive development, rail history, and memorabilia -- most of the original designs, photos, and records of locomotives built by Lima Locomotive Works are preserved in these archives -- our gracious host was John H. Keller, Sr., retired railroader, sensitive historian, and active OARP member -- we appreciate the hospitality of this most-gracious gentleman ..... @@@ RIARP (Rhode Island Association of Railroad Passengers) sent questionnaires to their candidates for Governor and the Congress -- responses were published in their newsletter and/or read at meetings ..... @@@ Thanks to Steve Klipfel for clippings from The Ohio Farmer on "Alternative fuels are an American answer" and "Can Grain Transportation Stay on Track? Rail transportation gives Ohio farmers a grain marketing advantage, but railcar shortages and rail line abandonments could threaten that advantage" -- in a related story Clark-Fayette County Port Authority has made two payments towards the \$3 million price for the former Grand Trunk line from Washington C.H through S. Charlestown to Springfield ..... @@@ Oct.-Nov. issue of NARP News offers a good focus on way others have affirmed how rail transit will protect our environment, and, salier comments that so-called "smart technology" will not, contrary to reports, allow highways to support more cars than they already cannot at this point ..... @@@ Aug. 13 Dayton Daily News had an editorial entitled "Rail travel not looking so dead" -- it spoke about the Lima situation closing with the words "many people in cities with airports tend to think of Amtrak as an anachronism. For us, the passenger railroad is a form of transportation that has been squeezed out by planes, buses and automobiles. Maybe we're missing something." ..... @@@ OARP President Emeritus Tom Pulsifer has been asked to develop, edit, and publish a new quarterly publication for the Indiana and Ohio Rail System, a growing short line serving southeastern Indiana

Railroad Mail Car  
1920s  
Presorted  
First-Class



and southern Ohio. I & O Railnews will be published for all 100 employees, customers and friends of the railroad (FLASH: we just saw the first issue; looks great!) ..... @@@ Thank you to Michael Melfi for a nice collection of clippings from Cleveland area newspapers focusing on conversations to relocate Cleveland's depot to the suburbs or back to Tower City ..... @@@ A number of readers sent us holiday greetings in Dec., some along with their clippings -- thanks for the good words, and a blessed new year to you all ..... @@@ Thanks to Dave Lebold who sent us some clippings from the Columbus Dispatch, including one dated Nov. 4 which stated that "Ohio highway work contracted this year [in 1990] will total \$1.1 billion ... highest previous year's spending was \$808 million in 1986" -- average for past seven years was \$600 -- sounds great until one realizes that unlike neighboring states Ohio continues not to allocate any funds for rail passenger trains ..... @@@ Amtrak's 1991 "year at a glance wall calendar" captures the SAN JOAQUIN skirting San Pablo Bay and may be ordered from: Amtrak Distribution Center, P.O. Box 7717, Itasca, Illinois 60143. Cost is \$5 for one, \$9 for two, and \$12 for three, including postage and handling -- looks great, it's worth ordering ..... @@@ David Dawson (an active OARPer) and West Chester Travel are now operating in the Columbus area out of a new address, 6948 Tylersville Road, but the same phone number ..... More on the former Sandusky depot: most recent word according to Dec. 4 Register is that it will be either demolished or become an apartment complex -- litigation and court days are making this quite complex -- thanks to Steve LaConte for bringing us up to date ..... @@@ We have commented on other occasions how Wisconsin under the leadership of Gov. Thompson has supported expanded Amtrak service: first it was additional trains in the Chicago-Milwaukee corridor, now word has come to us about plans for development of Light Rail Transit in Milwaukee -- state and city support is strong and aggressive. Will Ohio ever learn from its neighbors? ..... @@@ A few weeks ago Ken Prendergast had a good article on the editorial page of the Cleveland Plain Dealer, "Another train for Cleveland?" ..... @@@ Toledo Blade had a great article on Dec. 23, headlined "Amtrak: Picking up steam in the '90s. With powerful lobbying to survive since its start 20 years ago, the nation's rail passenger system now is looking at modernization and expansion." ..... @@@ Bumper stickers with the words "Let's Get Ohio Moving On Passenger Trains" are available for \$1.00 each -- send a SSAE envelope to OARP Pres Howard -- ditto if you want the current Amtrak timetable, send him a SSAE with 75c postage .....

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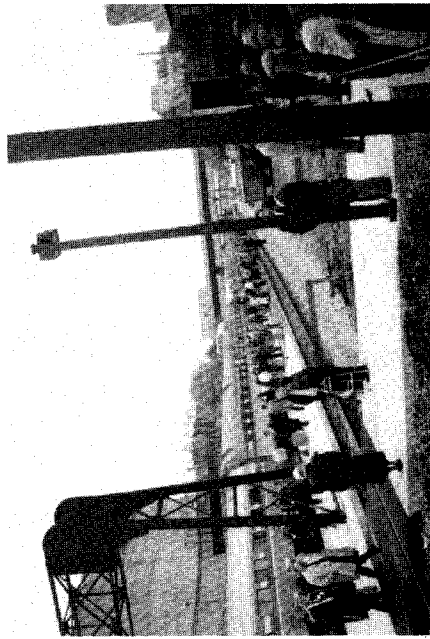
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# the 6:53



Amtrak winging its way through Ohio --- will we ever see regular daylight service in our state?



Amtrak's platform on CSX trackage in Akron --- University of Akron's E. J. Thomas Hall in background.

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"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.

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March 15, 1991

**NEXT OARP MEETING Is Saturday, March 23, 1991** in conjunction with **NARP Region VI, MARP, and IndARP at the historic Hilton Hotel at Quaker Square In Akron, Ohio.** Quaker Square in the downtown of the Rubber City is steeped in history and railroad lore --- within 1500' of the Amtrak Station. **SEE INSIDE FOR MORE DETAILS --- AND PLAN TO COME!**



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