

the 6:53

April 1991

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue # 94

OARP MEMBERS: Please write letters now to your state senator and representative and your Congressman and Senator.

1) **The PENNSYLVANIAN will be extended, but \$5 million is needed for the "Ravenna Connection."** Press your elected leaders for both federal \$\$\$ and state \$\$\$.

2) **We need adequate funding for urban transit** in the Ohio budget now, not a reduction, plus extra dollars for rail transportation.

3) **We need state funding NOW to begin to move on the development of passenger service in the 3-C Corridor.** More details are spelled out in Pres. Howard's column. *For what it's worth, what is needed from our members now are phone calls, visits, and letters to our elected local, state, and federal officials stating our case.*

4) **Finally, the pot is dry in the CLE-PITT fund promoting the PENNSYLVANIAN extension -- OARP needs earmarked contributions now, from \$5 to \$10 to hundreds and even thousands of dollars.** Give what you can, see if you can encourage an individual or friend to give a larger donation. Much looks hopeful -- but we dare not drop back. **Your help in any form is appreciated!**

WRITING LETTERS TO LEGISLATORS NOW!

by J. HOWARD HARDING, *OARP President*

President George Bush, preoccupied with the glamour of global issues, continues to leave the boring complexities of domestic problems to the White House staff which would decimate American transportation in the name of free enterprise purity. While perpetuating totally indefensible subsidies to heavy trucks (35% underpayment of user fees), and \$2400 per vehicle annual operating subsidies to auto owners, the Bush administration proposes to reduce federal capital and operating funds for Amtrak, to freeze urban transit at current substandard levels, and to eliminate federal assistance for rail branch line preservation.

In Columbus, Governor George Voinovich displays equally flawed vision, cutting urban transit funding by 25 percent and refusing to provide any funds whatever for intercity rail passenger services.

In the face of this double-barreled myopia, we must redouble our efforts to educate ourselves, our friends and our legislators about our alternative vision of future transportation. The recent NARP Region Six meeting in Akron (discussed elsewhere in this issue) was one part of that process. A more immediate, concrete step in which we can all share is writing letters to our newspapers and to our legislators, urging their support for more balanced funding for transportation. Letters to legislators

should be short and to the point:

*** "Please vote for \$15 million in state capital and operating funds for two daily round trip trains between Cincinnati and Cleveland via Sharonville, Dayton, Springfield, Columbus, Delaware and Galion.

*** "Please vote for \$5 million in state funding for rail capital improvements needed to permit operation (at no operating cost to the state) of daily round trip train service between Cleveland and Pittsburgh via Youngstown.

*** "Please vote to restore the funds removed by Governor Voinovich's 25% cut in state transit support, then increase it, to reduce congestion, air pollution and other costs associated with expanding urban auto use.

*** "If these expenditures require higher state revenues, provide them by apply the state sales tax to motor vehicle fuels.

*** "These investments will provide Ohio travelers with economic, safe and energy-efficient alternatives to driving or flying and cost less than freeway or airport expansion."

Use your own words, and add brief comments about benefits to your legislator's district -- added jobs, economic development, community access, etc. Get your friends, co-workers, neighbors, lodge-brothers, anyone you talk with to write also.

YOU CAN MAKE A DIFFERENCE. WRITE RIGHT NOW, to your federal and state legislators, leaders of the Ohio Senate and House, and members of the finance committees. Names and addresses were provided in a recent ACTION ALERT. Or call your nearest OARP officer or regional coordinator. The time to act is now!

OFFICIAL NOTICE: Spring OARP Meeting, Saturday, May 18, 1991 at the Springfield Inn of Springfield, Ohio. Agenda includes elections of area board members and board members at large. If you want to serve, or if you know of a member who would serve well, then get the word out! Watch for status reports on Ohio and Federal legislation at this meeting. Featured speakers include Gordon Flax, Green County Commissioner, and Walter Szczesney Director of the Clark County Transportation Coordinating Committee. Detailed info and registration form enclosed in this edition of the 6:53 sent to OARP members. Please return it ASAP!

CLEVELAND-PITTSBURGH UPDATE.....

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

The last several months have been very exciting and busy for the CLE-PITT Project and for the on-line communities involved. Area business interests, local officials, state legislators, and Federal representatives are all playing an ever increasing activist role in the extension of Amtrak's PENNSYLVANIAN to Cleveland via Youngstown. Their prompt involvement is necessary and timely considering that Amtrak Public Affairs has informed OARP that "Amtrak wants the PENNSYLVANIAN extension and we want it soon. There's a sense of urgency to get it done."

There are still obstacles (such as permission from host railroads CSX and Conrail to run the train) and there are negotiating points to be resolved with PennDOT, who sponsors the train. Barring any major difficulties, the PENNSYLVANIAN could be extended to Cleveland via Alliance this Fall at the October timetable change. According to Amtrak's Operating Department, implementing the extension via Youngstown could add a year over and above the possible start-up timetable via Alliance. Amtrak seems to be keeping an eye on the local effort to secure funds for the Youngstown route; it's no secret that Amtrak would like to run the train via Youngstown. On the other hand, if local efforts come up short in locating capital dollars, it doesn't mean the PENNSYLVANIAN won't be extended. What it does mean is that the preferred route won't be used for the foreseeable future. But if recent developments continue at their current pace, service via the optimum route may be at hand.

Here is a partial list of recent developments....

> U.S. Congressman Dennis Eckart met with OARP and Ravenna city officials on February 14 to discuss the Ravenna Connection. Restoring the connection, expected to cost \$3-5 million, will permit direct Cleveland-Youngstown Amtrak, and possibly, freight service. Eckart stated that he would attempt to locate funding for the line and that he would work with OARP,

the city of Ravenna, and others to that end. From a conference room at City Hall, we then proceeded to the connection site. After climbing down a muddy slope to inspect the abandoned connection, Eckart said "this is terrific!", referring to the relative ease with which the connection could be restored.

> As a result of a February 21 meeting in New Castle, Pa., area officials will be gathering data for use by state and federal legislators to "sell" the CLE-PITT Corridor proposal to their colleagues and to secure funding for the Youngstown route. Data which is being sought includes determining the economic development impact of the service and a ridership study for the Youngstown route. A ridership study was recently conducted for the less populated Alliance route. It predicted that the PENNSYLVANIAN extension would be "incrementally profitable" via Alliance. A follow-up meeting is scheduled for late April.

> Amtrak has asked Conrail for detailed cost figures for the Ravenna and New Castle connections in addition to projects such as an alternative connection at Youngstown and to determine the availability and costs of upgrading the Koppel Secondary to access downtown Beaver Falls from New Castle. Cost figures are not expected to be available until at least May.

> Increased support for the PENNSYLVANIAN extension has been growing in a very vital area: Cleveland. Those who have

been providing valuable assistance to this effort are the City Planning Commission, the Cuyahoga County Planning Commission, and the Greater Cleveland Growth Association.

> Encouraging words came from Youngstown City Council during its regular meeting on March 6. The majority view from council seems to be: "if we can't locate the \$5-10 million [for track connections] to bring the PENNSYLVANIAN to Youngstown, then we ought to hang up our lobbying hats!" These friendly words came during a discussion regarding a resolution sponsored by Councilman Al Chance which states "The City of Youngstown is deeply concerned that, absent a public investment of less than \$10 million to restore needed track connections, the PENNSYLVANIAN will bypass Youngstown in favor of better tracks via Alliance." Councilman Chance, Mayor Pat Ungaro, and others have begun taking that message to elected officials at the state and federal levels. At this rate, Youngstown officials may not have to hang up their lobbying hats!

In closing, I would like to thank those of you who responded to my request for monetary support in the last 6:53. Thus far, OARP members have contributed \$80 to help keep the CLE-PITT Project on stable ground, but we're not out of the woods yet. Expenses such as telephone, postage, and photocopying cost the project, on average, \$250 per month. The project's account balance is \$175. While I have suspended some activities, ADDITIONAL MONETARY SUPPORT IS STILL NEEDED. Please direct checks or money orders made payable to 'OARP CLE-PITT SPECIAL PROJECT FUND' to OARP, 2422 South Patterson, Dayton, Ohio 45409. Four organizational grant requests are pending; in the meantime, your contribution will help us keep the PENNSYLVANIAN extension effort on track!



Boarding the PENNSYLVANIAN in Pittsburgh on a typical morning. Hopefully this scene will be repeated daily in Cleveland soon.

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	Cheryl Anderson
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 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 April 1991

OEC ENVIRONMENT DAY ACTIVITIES

On Feb. 20 the Ohio Environmental Council (OEC) sponsored its Environment Day Activities at the YWCA/Columbus Athletic Club in Columbus. OARP participated in a table with literature which was staffed by Al Wolf, Harold Zwiefel, and OARP VP Bill Hutchison, with additional support extended by Bob Boyce. The table also included literature from CRASH and the AAR, along with a video. Since this was an environmental meeting OARP reps addressed the rail passenger issue in terms of energy efficiency and the environmental aspects.

Another purpose was to provide contact with various legislators, enlisting their support for rail passenger issues. Contact was made with numerous government leaders including Senator Boggs and Representative Hagan (two knowledgeable types who have been very supportive) and Lee Fisher the new Secretary of State.

Bill Hutchison commented that participation was useful, especially in terms of contacts, and he hoped that we could participate next year again. Al Wolf suggested that we emphasize the environmental superiority of rail travel and that next year we distribute a piece of literature accenting this, and that we include literature and info on the 3-C Corridor proposal and current Amtrak service in Ohio.

If you are interested in participating in this event next year on behalf of OARP, speak to any of the above. We need members of all ages, but if we would have some younger ones at this event plus some women it would be a tremendous plus!



Lunch at the Mar. 23 OARP/NARP Region 6 meeting in the old REA building at Quaker Square in Akron.

All photos by 6:53 editor except where noted otherwise.

SUMMARY OF MARCH 23, 1991 MEETING

1990 Was A Year Of Great Change And Improvement For Cleveland RTA

by Mark J. Adamcik

Ridership on the rail division was up 15.85% over 1989 despite delays caused by the construction of the new station at Tower City [the old Terminal Tower], which opened on Dec. 10.

Brian Clymer, head of UMTA, used this as an opportunity to announce the awarding of grants for underground walkways between buildings around Tower City, a tourist-oriented streetcar system connecting the flats with Tower City and most importantly, getting Amtrak back into Tower City. This study, I believe, must not only be supported wholeheartedly by OARP, but we must also get ourselves included in the study process. If this opportunity is not taken, we could kiss this option good-bye. The employee at RTA heading up the Amtrak-CUT study is Mr. Donald Yuratovic.

This year RTA's rail division is planning a fall improvement program. The west side of the Red Line from Tower City to the 117 Street station will receive extensive rebuilding: new rail, ties, resurfacing, drainage correction, and undercutting are among the tasks. The sharp curves on the westbound track approach the 117 Street station will be eased out to improve the speed of trains approaching the station. This, as well as adding a 45 mph speed setting on the cab signal system, would help to mollify criticism of the system, inasmuch as it caused an increase of running time. An easing of the westbound approach to the West park station is also anticipated. Cab signalling will be installed on the east end of the Red Line from East 55 Street to Windemere, permitting that segment to run "right-hand rule", rather than "left-hand" as now. The Shaker Rapid's "trunk" between East 55 Street and Shaker Square is slated to be converted to cab-signalling as well. In order to minimize delays virtually all track and signal work is done at night.



On Dec. 17 RTA officially dedicated its new station at Tower City. A 2-car train of Breda cars loads for a trip to Shaker Heights. Photo by Mark Adamcik.

The March 23, 1991 OARP meeting (with NARP Region 6 including IndARP and MARP) began under the leadership of OARP President J. Howard Harding at the Quaker Hilton in Akron over 85 people present. John Clark of IndianaARP gave an update on Amtrak's Beach Grove facilities, mentioned that the Valparaiso-Chicago CALUMET will be discontinued May 3, but activity of South Shore is looking up. Concerning proposed Chicago-Florida route Evansville with strong, active support from Congressman McCloskey and Judge Miller is working towards leading the coalition with the goal of steering the route through this city a new start-up price of \$ 130 million is suggested.

Allen Gebauer reported for Michigan usage in the Detroit-Chicago corridor is strong and continues to grow bad news is that additional funding for 403(b) service is not likely from Michigan soon many are working to improve Detroit station.

J. Howard Harding reporting for Ohio said that state deficit will hurt rail transportation on many fronts good news is that new (Ohio) House Transportation Committee is willing to work with us work is progressing slow on next phases for Akron facilities rumors are out that Toledo may eventually get a new station -- nothing definite because funding is big problem. Amtrak's move to restored Cincinnati Union Terminal will be this year perhaps September-October.

New NARP by-law to reorganize as tax-exempt [501(c)3] organization was adopted. Assembly broke for lunch in restaurant in the adjacent, former REA building.

Afternoon session was devoted to "Coalition Building" in which NARP is joining with environmental agencies to press federal and state leaders (and citizens) to establish new energy and transportation priorities -- OARP is doing same on state level, and members are encouraged to broaden their support with environmental groups. Panel discussion speakers included J. Barry Barker, Gen. Mgr, Metro RTA; Mark Hansel, Summit County Planning Dept.; Harriet Purcells of Coalition for New Transportation Priorities; Jane Harf, Ohio Sierra Club Chap. Lobbyist; Jolene Molitoris, former dir. ODOT rail div.; and Richard Sahli, Ohio Environmental Council.

Ms. Purcells noted that new federal funding proposals have a 6 to 1 bias in favor of highways against rails highway funding will rise 39% into 1996 while transit funding remains stagnant one good note is the increased funding for transit Research and Development tax code encourages driving (with parking subsidy) over transit benefits important that we do not let enthusiasm for future meg-lev overshadow near-term needs for upgrading current rail transportation trucks (unlike rails) remain heavily subsidized paying only 65% of highway cost public support is overwhelming in that it does not want bigger trucks on highway coalition goal is to get broad based support from grass roots for re-establishing environmental/ transportation priorities .

Barry Barker (RTA) noted that current state funding for transit is \$ 30.5 million, but efforts are in place to cut back to \$ 23 million -- a 25% cut which we need to address Jolene Molitoris (formerly ODOT rail) said we need now to support Ohio's transit and rail reauthorization bill. Important that we press legislators for adequate funding. Richard Sahli (OEC) began by addressing "our nation's slavery to petro-chemicals 1/2 of toxic pollutants come from petroleum". We need new coalition because trucking and road building lobbies are strong. Jane Harf (Sierra Club) stated that we need to help legislators link energy and transportation issues -- Ohio has a big problem operating with a "crisis mentality which simply reacts and does not plan ahead" -- important that we get broad hearing before host of legislative committees -- "do write to finance committee, they do count letters." Mark Hansel (Summit Co.) stressed need for public transportation to take people to jobs.

Mayor Donald Plusquellic of Akron stopped in to extend personal greetings to the assembly. After brief announcements meeting was adjourned, with decision that next joint meeting will be at Beach Grove, Indiana.

Looking at possible joint meeting with New York and Pennsylvania ARPs.....

OARP VP Bill Hutchison is looking into the possibility of arranging a joint meeting with the New York and Pennsylvania ARPs at Erie, PA at or near the GE plant around the time the first of Amtrak's new locomotives roll out -- next fall would be the earliest. Bill has been in discussion with both these groups for a long period of time with an eye towards getting some of Amtrak's (and New York State's) Empire Service extended to Ohio.

What happens when a state gets behind Amtrak.....

It sounds like an old song, but every time we turn around we see a new promotion for Amtrak coming from our neighboring states. Most recently are the outdoor billboards in Milwaukee advertising regular service between Milwaukee and Chicago. In addition a great half-page ad in the Milwaukee Journal trumpets this service on a regular basis, including schedules and special weekend fare.....We also found another colorful folder, "Amtrak Midwest Rail Map" with five columns highlighting the participating states: Michigan DOT, Illinois DOT, Missouri Highway 6 Transportation Dept., Indiana DOT, and Milwaukee City Development Dept. Don't give up, it will happen in Ohio in the meantime it's just great to see what can be done when five states get behind their Amtrak/ rail passenger network.

A Response from Senator Howard Metzenbaum.....

In response to receiving the February, 1991 issue of "the 6:53" Senator Howard Metzenbaum wrote us that "I am glad to have your views on the important transportation issues facing our state and nation. As you know, I have always been a strong supporter of increased passenger rail service in Ohio. You may be sure that I will continue to do all I can to improve passenger rail service throughout Ohio during the current legislative session."

Columbus OARP Members Are Meeting Regularly

Most recent meeting was April 13 at Red Door Tavern on West 5th Avenue with discussion on marketing public information for proposed 3-C Corridor service. For more info on these monthly meetings (you are invited) contact Bob Boyce or Dave Lebold (see Directory).

THE LAST WORDS ...

Larger trucks may be on the horizon.....

On the federal level legislation efforts are underway to increase the current truck weight limit from 80,000 lbs. to 135,000 lbs. Carriers are also pushing for triple tractor trailers 28 feet in length and double tractor trailers which stretch out 48 feet each. Concerns abound, from premature highway destruction and excess wear and tear to trucks not paying their way (how big is their subsidy?) to decreased safety for the average motorist to shrinking freight which would no longer be carried by rail. Forces to stop proposals to increase the size and weight of trucks on American highways have combined their efforts in the organization CRASH (Citizens For Reliable And Safe Highways). For further info write to them at 81 Lansing St., Suite 106, San Francisco, CA 94105-1611.

Most of the rail passenger action is currently in northern Ohio.....

If you live in central or southern Ohio it must be discouraging to see that most of the rail passenger news is from northern Ohio. We hope to do a feature on Cincinnati with Amtrak's return to CUS in one of the next issues. We will keep you posted on proposals for Florida traffic out of Cincinnati, but action seems to be limited at the moment. 3-C Corridor remains a priority, but it won't happen until state leadership shows some interest -- meanwhile OARP will keep plugging on the issue. The fact is that the PENNSYLVANIAN (to be operating in northeast Ohio) is the next Amtrak train on our horizon -- they have advised us all that it is a priority, so you will continue to see it accented in these pages. Bigger question, what is next after the PENNSYLVANIAN extension?

The future of rail service in Lima remains a challenge.....

The Feb. 24, 1991 issue of the Lima News contains both an update on Amtrak's departure and their efforts to keep Conrail. Mayor Berger voices the sentiment that the law as it is written which allows only the US Attorney General to bring suit against Amtrak is wrong. William Bassitt of the local Chamber of Commerce adds that "the effort would have been successful if we had started working earlier.....We had a difficult time collecting information." The article also noted that "although passenger service is no more to Lima, Amtrak continues to pay for utilities, including lights inside and outside the station....which originally opened in 1887." John H. Keller, OARP member, former rail worker, and local historian notes that "there has been no disposition of the station" adding that various historical and community groups are interested in acquiring it. The fear in Lima now is that Conrail will abandon its service to that city, a loss which Mayor Berger sees as a "serious impediment" to the operating and expansion plans of local industries. Conrail is quoted as saying that "it is unlikely we would abandon it". Conrail options include operating the line, selling part of it, or all of it, to another operator in which case it would function as a short line. A move out by Conrail would be difficult inasmuch as the carrier would have to file abandonment plans with the state.



Chicago-Milwaukee 403(b) Corridor Service is heavily promoted on outdoor billboards such as this in Milwaukee. How long before we see similar "Amtrak to Columbus" signs in Ohio?

CURRENT AMTRAK SERVICE IN OHIO

(As of April 6, 1991, Changes Printed In Bold)

Akron	-- # 40	Eastbound BROADWAY LIMITED	Dp 330a
	-- # 41	Westbound BROADWAY LIMITED	Dp 349a
Alliance	-- # 30	Eastbound CAPITOL LIMITED	Dp 107a
	-- # 29	Westbound CAPITOL LIMITED	Dp 117a
Bryan	-- # 49	Westbound LAKE SHORE LIMITED	Dp 1030a
	-- # 48	Eastbound LAKE SHORE LIMITED	Dp 1037p
Cincinnati	-- # 51	Westbound CARDINAL (M,Th,Sa)	Ar 350a Dp 405a
	-- # 50	Eastbound CARDINAL (W,F,Su)	Ar 435a Dp 450a
Cleveland	-- # 48	Eastbound LAKE SHORE LIMITED	Ar 201a Dp 211a
	-- # 29	Westbound CAPITOL LIMITED	Dp 247a
	-- # 49	Westbound LAKE SHORE LIMITED	Ar 701 Dp 711a
	-- # 30	Eastbound CAPITOL LIMITED	Dp 1149p
Elyria	-- # 48	Eastbound LAKE SHORE LIMITED	Dp 123a
	-- # 29	Westbound CAPITOL LIMITED	Dp 319a
	-- # 49	Westbound LAKE SHORE LIMITED	Dp 744a
	-- # 30	Eastbound CAPITOL LIMITED	Dp 1107p
Fostoria	-- # 40	Eastbound BROADWAY LIMITED	Dp 125a
	-- # 41	Westbound BROADWAY LIMITED	Dp 549a
Hamilton	-- # 50	Eastbound CARDINAL (W,F,Su)	Dp 315a
	-- # 51	Westbound CARDINAL (M,Th,Sa)	Dp 510a
Sandusky	-- # 48	Eastbound LAKE SHORE LIMITED	Dp 1249a
	-- # 49	Westbound LAKE SHORE LIMITED	Dp 818a
Toledo	-- # 29	Westbound CAPITOL LIMITED	Ar 450a Dp 500a
	-- # 49	Westbound LAKE SHORE LIMITED	Ar 914a Dp 939a
	-- # 353	Westbound LAKE CITIES	Dp 955a
	-- # 30	Eastbound CAPITOL LIMITED	Dp 950p
	-- # 352	Eastbound LAKE CITIES	Ar 1050p
	-- # 48	Eastbound LAKE SHORE LIMITED	Ar 1136p Dp 1159p
Youngstown	-- # 41	Westbound BROADWAY LIMITED	Dp 239a
	-- # 40	Eastbound BROADWAY LIMITED	Dp 440a

Chicago	-- # 29	Westbound CAPITOL LIMITED	Ar 825a
	-- # 41	Westbound BROADWAY LIMITED	Ar 929a
	-- # 51	Westbound CARDINAL (M,Th,Sa)	Ar 1130a

	-- # 49	Westbound LAKE SHORE LIMITED	Ar 103p
	-- # 352	Eastbound LAKE CITIES	Dp 245p
	-- # 353	Westbound LAKE CITIES	Ar 410p
	-- # 30	Eastbound CAPITOL LIMITED	Dp 430p
	-- # 48	Eastbound LAKE SHORE LIMITED	Dp 625p
	-- # 50	Eastbound CARDINAL (Tu,Th,Sa)	Dp 715p
	-- # 40	Eastbound BROADWAY LIMITED	Dp 815p
Pittsburgh	-- # 30	Eastbound CAPITOL LIMITED	Ar 300a Dp 315a
	-- # 40	Eastbound BROADWAY LIMITED	Ar 725a Dp 740a
	-- # 29	Westbound CAPITOL LIMITED	Ar 1117p Dp 1132p
	-- # 41	Westbound BROADWAY LIMITED	Ar 1151p Dp 1211a
New York	-- # 48	Eastbound LAKE SHORE LIMITED	Ar 150p
	-- # 41	Westbound BROADWAY LIMITED	Dp 205p
	-- # 40	Eastbound BROADWAY LIMITED	Ar 525p
	-- # 49	Westbound LAKE SHORE LIMITED	Dp 710p
Washington	-- # 30	Eastbound CAPITOL LIMITED	Ar 1027a
	-- # 51	Westbound CARDINAL (Su,W,F)	Dp 155p
	-- # 29	Westbound CAPITOL LIMITED	Dp 405p
	-- # 50	Eastbound CARDINAL (W,F,Su)	Ar 655p

OTHER CURRENT AMTRAK NOTES

The CAPITOL has a through Chicago-Florida coach via Washington The through Chicago-New York Slumbercoach on the LAKE SHORE will now operate from Chicago to Albany. New York-bound travelers need to make coach change at Albany, necessitated by opening of West Side Connector with all Amtrak New York City departures/ arrivals from Penn Station. Seems one of the tunnels contains a steep grade and tight curve which will limit one FL-9 locomotive to nine cars NY state empire corridor trains -- reservations needed on all stops west of Schenectady Amtrak has joined with United Airlines to offer some competitive Air-Rail round-trip packages. One can travel one way by air (initially or return) and the other direction by train with 3 stopovers. Transcontinental packages range from \$499 (peak season) to \$419, regional programs run from \$489-\$349 (peak season) to \$419-299 during other times. To promote this package Amtrak has prepared a number of multi-color brochures with fares and ideas, plus some great newspaper and magazine ads Effective April 7 CAPITOL LIMITED will stop at Elyria and Elkart, Indiana (prior to this date only the LAKESHORE stopped in these cities.) Work is now underway to repair Elyria station deterioration. The floor has been repaired, plumbing is being fixed, a newer map is on the wall, and windows are being repaired. Mark Carlson and Phil Copeland have been watching the Elyria situation. Phil has worked with Congressman Donald Pease who announced the new CAPITOL stop. Mark recently visited the station and inspected the repair progress; he is also sending a report on to Amtrak

BAGGAGE & EXPRESS.....

@@@ Thanks to David Lebold for sending us articles from Feb. 28 and Mar. 4 Columbus Dispatch indicating that Central Ohio Transit Authority is joining in a study of feasibility of light rail for the area to meet transportation needs through 2020. COTA is looking at a "total transit system that includes automobile, bus, light rail, taxi, bicycle, and pedestrian modes." Great article and hopeful dream, although nothing was mentioned of the 3-C Corridor and conventional rail..... @@@ Word has been received that James B. Stevenson of Pinehurst, NC, a long-time OARP member passed away on Mar. 9 at home after a short illness. We extend our condolences to his family and especially his son and OARP member, Jim Stevenson..... @@@ Thanks to Mark Adamcik for his participation in the CAPITOL/ BROADWAY inaugural run, with special appreciation for his efforts in getting Tony Gaskins on Cleveland's Channel 5 to join on the ride from Alliance to Cleveland with a subsequent report on the tube..... @@@ Thanks to George Bayless for copy of a great article from the May 1, 1990 highlighting Amtrak's restoration and development of the 30th Street Station (Center) which should be ready to open soon..... @@@ Air competition sometimes keeps the lid on expanded rail service. According to the Mar. 6 Dayton Daily News Northcoast Executive Airlines which served Dayton-Detroit-Cleveland has filed for bankruptcy. Anyone for a 3-C Corridor train?..... @@@ Here's a twist: according to an article in the Sandusky Register (thanks to Steve LaConte) Willard residents are disturbed that the BROADWAY LIMITED is not tooling its horn at the 2nd and 3rd street crossings. These unprotected crossings have reported several near-misses..... @@@ Malcolm S. Ritchie, our Canton-Akron Regional Co-ordinator, has been in contact both with Conrail and Congressman Ralph Regula to upgrade shelter/ waiting room/ platform facilities at Alliance..... @@@ Thanks to Steve Klipfel who sent us a bunch of articles: Springfield News-Sun, dated Jan. 10, 1991 notes that "Voinovich support [is] expected for high-speed rail project." Steve adds that the Amtrak connection in Cincinnati is fine, but he sure misses Lima, adding "Hamilton, even though closer than Cincinnati, doesn't get our interest because there is no baggage check." Remember the key to daily CARDINAL service is when Amtrak orders additional cars -- this will happen, but as of this date no firm announcement that order has been placed..... @@@ Word has been received announcing the "Harrod Festival 1991 honoring The Railroad" to be held June 7-8. Honored guests include OARP member John Keller. Meeting will be held 10 miles east of Lima. The Auglaize Township Historical Society will offer a commemorative railroad plate and booklet. For more info phone Suzanne Archer at (419) 648-7032..... @@@ Steve Klipfel sent us a nice article from the Feb. 10 Springfield News-Sun highlighting the efforts of Clark and Fayette Counties to save a 27 mile section of Grand Trunk trackage. Steve adds that "this was only a small thing in terms of rail, but every mile of track helps. Because rail viability is so volume related, keeping one section open reinforces the strength of the next section by maintaining traffic." Well said, for a healthy rail scene in Ohio includes both freight (Class I and short line) and passenger service..... @@@ Heavy lobbying in some Ohio circles is underway for a proposed Interstate 73-74 Highway to run from Detroit and Hamilton to Scioto County (Portsmouth) and then on to Charleston, SC. Some of this parallels the 3-C rail passenger corridor which would be cheaper, could be started quicker, would consume no additional land, and would not add pollutants to the air..... @@@ A beautiful, timely colorful brochure emanating from Cincinnati and its 2000 Plan stated that "Cincinnati and Hamilton County should encourage State legislation which will permit local gasoline tax initiatives which would be used to fund improved mass transit facilities. This effort, combined with anticipated continuing increases in gasoline prices, may, over time may change the consumer transportation economics to achieve the 35% target level of mass transit usage"..... @@@ Saw a nice article in the Mar. 21 Youngstown Vindicator by Ken Prendergast on the proposed PENNSYLVANIAN extension. Ken tells the story well -- hopefully the article will get wide circulation..... @@@ Thanks to Thomas D. Allen of Delaware for copy of a note which he sent to Amtrak -- he addressed the inadequacy of the Fostoria stop in terms of no sheltered waiting area, distant parking which he calls "atrocious", and it is unstaffed (we lost two good agents). Fostoria is no Lima! He also laments the absence of any passenger service through Columbus.....

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Additional Thoughts On The Proposed PENNSYLVANIAN Extension.....

State/local matching funds for the PENNSYLVANIAN extension will be needed, at least for Ohio's Ravenna Connection. Success is uncertain but growing legislative support will help. Write letters, make phone calls to YOUR state and federal representatives urging them to support this effort. Emphasize that without the state funds Ohio will give up some federal funds for a significant capital expenditure.

The Ravenna-Kent Record-Courier highlighted the proposed PENNSYLVANIAN extension on three different occasions in February: on Feb. 15 under the caption "Walking the line" it featured a photo of U.S. Rep Dennis Eckart visiting the sight of the proposed "Ravenna Connection". Photo also included OARP members Ken Prendergast, mark carlson, and Mark Schwinn, plus some nice comments about OARP. Feb. 15 article began with the headline "Eckart: Amtrak officials impressed. Congressman Eckart is quoted as saying "we've had two

meetings with the Amtrak people.....they see Kent State University as a real ridership base. They see this as the last stop before Cleveland, and therefore as a commuter base."

The Feb. 26 edition highlighted a meeting of Portage County Commissioner John Thomas and Ravenna Mayor Donald Kainrad in New Castle, PS long with representatives of Amtrak, Mahoning County and Lawrence County (PA) "to map strategy for convincing state and federal legislators to fund a rail line between Pittsburgh and Cleveland with a stop in Ravenna." The newspaper added that the Portage County Commissioners "lent their official support to the Amtrak stop by passing a resolution which said 'locating this stop in Ravenna will add to he economic tools available in Portage County for those people and concerns who wish to remain, locate, or relocate here.'" Commissioner Thomas "said people are ready to make rail travel in the United States profitable again. 'I think people are looking for alternate ways to travelridership has been on the upswing, the problem has been the lack of a national policy."

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JOIN and help get Ohio moving on modern passenger trains! OARP is NOT another "railfan club". We are rail transportation advocates. OARP is the statewide voice of concerned citizens working together to help achieve better rail passenger services. We're over 700 strong, and we are moving forward together for better rail transportation for Ohio. We invite YOU to get on board! A NEW MEMBERSHIP in OARP is just \$ 15 for your first year, \$ 20 per year thereafter.

NAME: _____ **ADDRESS:** _____

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Mail this entire coupon with your check/money order made payable to "OARP", c/o George Bayless, Treasurer, 2422 South Patterson Boulevard, Dayton OH 45409.

the 6:53

IN THIS ISSUE

- * Members need to write letters and contact government leaders NOW!
- * CLE-PITT Update -- \$\$\$ needed!
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- * Cleveland's RTA
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- * Plus registration info on May 18 meeting in Springfield



The CARDINAL departing Union Station in Chicago with Dome
Ohio stops for this tri-weekly Include
Hamilton and Cincinnati.



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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.

--ALLABOARD

DEADLINE: for the June issue -
May 15, 1991

NEXT OARP MEETING is Saturday, May 18, 1991 at 10:00 a.m. at the Springfield Inn, Springfield, Ohio. See enclosed information and registration form insert in copies of this 6:53 sent to members.



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