

# the 6:53

June 1991

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue # 95

**OFFICIAL NOTICE: Summer OARP Meeting, Saturday, July 27, 1991** in northwest Ohio. Agenda will hopefully include inspection field trip -- bring your family for an enjoyable time together! **Detailed info and registration form enclosed in this edition of *the 6:53* sent to OARP members. Please return it ASAP!**

## Columbus OARP Activity Update

by **Robert M. Boyce, Columbus Regional Coordinator**

Columbus Regional OARP members knew they were headed in the right direction when they returned from our state and NARP Region 6 meeting on March 23 in Akron. Featured speaker Harriet Purcells of the Coalition For New Transportation Priorities had urged increased efforts to form coalitions with other groups.

Columbus members had already helped with the Ohio Environmental Council's Environment Day at the Columbus YMCA in February as reported in the April "6:53". On April 2 several of our members were in attendance at the transportation budget hearing of the House Finance Committee's Development Subcommittee. Reports were made by new transportation Director Jerry Wray and Sen. Bob Boggs. A strong contingent of municipal transit administrators was present.

The April 13 local (greater Columbus) OARP membership meeting brought out a record attendance of 18. We heard new members Ken and Garlene Wilt report on Earth Day plans of the Central Ohio Greens, to which they belong. Columbus OARP agreed to participate in two events. The letter-writing campaign was discussed and members were asked to bring copies of their letters and any response to the next meeting. Tony Flores reported contacting WOSU radio call-in host Fred Anderlee who seemed responsive to a possible segment on passenger rail. Flores also mentioned that he has spoken to Robert Steele, chairman of American Freedom Coalition of Ohio about backing passenger rail. Steve Hilditch pointed out that some small towns have been active in supporting passenger train service and suggested that a compilation of these "success stories" might be useful in selling our cause.

On April 16 four members participated in the Central Ohio Greens' forum on transportation alternatives and passed out literature. The forum was conducted by Garlene Wilt and attended by Dave Lebold, Karl Gelger, Tom Maher and Bob Boyce. Members of the "Rails to Trails" group were present and expressed a desire to cooperate with OARP.

On Sunday, April 21 OARP was represented at the Greens-sponsored Earth Day at the Columbus Park of Roses. Special thanks go to Lebold, Gelfer, Harold Zweifel and Tim Zelinski for passing out literature and talking to people. A petition urging the Ohio General Assembly to appropriate funding for Ohio passenger rail was signed by 14 persons and copies forwarded to several key legislators.

continued on next page

## HIGHWAY ROBBERY!

by **J. Howard Harding, OARP President**

In a May 12 Washington Post op-ed column, Jessica Tuchman Matthews described "...a working definition of lunacy [as] doing the same thing over and over again and expecting a different outcome."

Such lunacy appears to provide the only discernible rationale for the Bush Administration's 150,000-mile highway program, minimal positive changes in urban transit funding, and inadequate Amtrak funding. It may also explain the passage by the Ohio House of Representatives of a transportation appropriations bill (HB 201) which provides 98 percent of its funding for highways and barely 2 percent for non-highway transportation -- urban transit, rail freight and passenger programs, airports, ports and harbors. Such a massive imbalance gives a whole new meaning to the term "HIGHWAY ROBBERY"!

The predictable results of both measures are more congestion, more energy waste, more environmental degradation and higher living costs. Relief from this folly may come from two sources:

Section 12 of Ohio HB 201 creates a Joint Legislative Committee on Transportation Finance. This 12 member Committee is responsible for conducting a thorough review of Ohio's surface transportation needs and for preparing, by July 1, 1992, a report to the General Assembly which provides a comprehensive plan for addressing the needs identified by the study, including:

-- identification of highway-related public transportation programs and projects that qualify for financial assistance from Ohio highway users taxes and fees;

-- recommendations for -- a multi-modal state transportation system; and maximizing the use of federal funds for such a system;

-- an analysis of how the funding of highway-related public transportation programs can be improved to better serve the economic development needs of the state.

Unless the plan includes amending section 5a of Article XII of Ohio's Constitution (which restricts use of state gas tax revenues to highway construction and maintenance), the state will probably have great difficulty "...maximizing the use of federal funds for..." a state multi-modal transportation system, as mandated by Ohio HB 201, because flexibility is a key concept in federal legislation.

In the U.S. Senate, New York Senator Daniel Patrick Moynihan has introduced S.965 which would drop Bush's new highway

continued on next page

## Columbus Update, continued

On April 17 Bill Schuler and Boyce attended an engineering consultants' lunch at which Bill Habis, executive director of the Mid Ohio Regional Planning Commission told of a new 18-month study of an intermodal terminal for Columbus. Schuler also attended a Licking County Leadership dinner at which new State Transportation Director Jerry Wray spoke. Wray is very active at getting around to state projects, says Schuler. Dennis Yateau, manager of Columbus Greyhound, shares OARP concerns for an intermodal station for Columbus. Greyhound is anticipating a station move in the next year or two.

The next local, Columbus-area OARP meeting is scheduled for 10 a.m. Saturday, July 6 at the Red Door Tavern, 1736 W. 5th Avenue in Columbus. Plans are to meet monthly. To confirm the July date and for more info contact Bob Boyce or any Columbus area leaders (see Directory for phone numbers).

## President's Column, continued

system, eliminate the longstanding bias against using federal money for anything other than highways, and equalize the federal sharing ratio for all modes of [surface] transportation. S.965 would allow the money to be split among highways, urban transit and intercity rail, as determined by state and local rather than federal officials. This would mean that Ohio, for example, could get 80 percent federal funding for such rail projects as the Ravenna Connection or capital improvements needed for 3-C Corridor rail service.

Members letters to legislators should now focus on:

(1) Urging Ohio's federal legislators to support the funding flexibility provisions of S.965 (Sen. Moynihan's proposal); and

(2) Helping Ohio's state legislators fully understand the serious limitations on prudent transportation spending decisions imposed by Section 5 of Article XII of the state Constitution.

## Cleveland-Pittsburgh (PENNSYLVANIAN Extension) Update

by Ken Prendergast, Director,  
CLE-PITT Special Project

The Ravenna Connection is strategic to the shipment of military goods: that seemingly ridiculous claim was issued by the Pentagon's Military Traffic Management Command (MTMC). After all, the Ravenna Connection, which linked Conrail's Cleveland-Ravenna mainline with CSX's Ravenna-Youngstown mainline, was ripped out in 1986. But, in the MTMC's latest release of maps illustrating which rail lines are designated as part of the Strategic Rail Corridors Network (STRACNET), the Ravenna Connection was included.

OARP notified the MTMC, the Ohio Department of Transportation, and members of Congress to investigate the matter. The MTMC issued a "heads-up alert" to the Federal Railroad Administration to evaluate potential alternatives to circumvent restoration of the connection. If they decide there is no satisfactory alternative, the MTMC and FRA will determine whether it is in their best interest to have the connection reinstated.

The importance of this new development is that the STRACNET designation could be used as an additional justification for spending government dollars to restore the Ravenna Connection for Amtrak and military purposes. More on this in future issues.

After meeting with representatives of Congress, the Greater Cleveland Growth Association (GCGA), and the Greater Cleveland Regional Transit Authority (GCRTA), there appears to be genuine interest in bringing Amtrak into Tower City (the beautifully redeveloped Union Terminal complex under Terminal Tower). While the addition of the PENNSYLVANIAN extension and the LAKE SHORE LIMITED split will double the amount of Amtrak service to Cleveland, service will need to be further expanded to justify the costs (upwards of \$30 million) of bringing Amtrak alongside GCRTA's rail hub in the basement of the ritzy shopping mall.

Finally, I would like to thank our members and the City of Ravenna for their recent financial contributions to OARP's CLE-PITT Special Project Fund. Your generous help has kept the project on-line in the past few months. Thank you!



The new intercity, trackside passenger waiting areas in the Chicago Union Station. Separating long-distance users from commuters this phase is now operational as the CUS renovation project heads towards completion.



The new art deco style Amtrak ticket and baggage counters in the Chicago Union Station are now operational.

## **CURRENT AMTRAK NEWS BRIEFS**

### **Amtrak submits FY 1992 request to Congress .....**

Amtrak's has requested \$321 million for operating costs, \$242 million for capital expenses and \$149 million for excess Railroad Retirement and Unemployment payments. While the Bush administration has submitted a lesser proposal for the first two items, it (and the Congress) have rightly agreed that the Retirement payments do not belong to Amtrak, since they represent expenses not incurred by Amtrak but various predecessor railroads. Worth-noting, (for we do want to give due-credit to President Bush and his administration and Transportation Secretary), this is the first time in seven years that the White House has proposed financial support for Amtrak (a great improvement from the negative attitude of the Reagan administration!)

### **Amtrak places firm orders for locomotives and passenger cars .....**

FLASH: In April Amtrak signed the long-awaited contract with Bombardier Corp. worth \$340 million to purchase 140 new double-decked long-distance Superliner Cars -- with an option to purchase 39 additional cars. Delivery is expected to begin in mid-1993. The new cars will be used among many routes, including converting the CAPITOL LIMITED (which passes through our Buckeye State) from Heritage to Superliner cars. With the freeing of Heritage cars from a number of lines the promise is that the CARDINAL will go daily, with some possibility that the LAKESHORE will split. Special features include shared showers for economy sleeping car passengers and full retention waste-disposal systems. Amtrak has indicated that it also wants to place a large Viewliner order next year. In late Dec. 1990 Amtrak ordered 52 new diesel locomotives from General Electric -- the first of these locomotives, to be manufactured in Erie PA, will be delivered in early 1992.

### **Amtrak Reroute To Serve Wyoming .....**

On June 16 the Chicago-Seattle PIONEER will be rerouted via Wyoming. Currently running as a combined train with the CALIFORNIA ZEPHYR and the DESERT WIND from Chicago to Salt Lake City where it is split into three trains, the PIONEER will operate as a separate train from Seattle all the way to Denver, running on Union Pacific trackage from southern Wyoming through Ogden, Utah to Denver. This change will allow the PIONEER to depart Seattle at 8 a.m. instead of 5 a.m. and should go a long way in helping the combined eastbound train make on-time arrivals and scheduled long-distance connections in Chicago (a most welcome step!). Some rail passenger service observers have suggested that this step will contribute to laying the ground-work for the PIONEER to run as a separate through train all the way from Chicago -- with this June 1991 change more than 60% of its route will be as a separate train now.

### **All Amtrak Trains In NYC Will Now Be Using Pennsylvania Station .....**

Restoration of an abandoned 10 mile freight line has allowed Amtrak to consolidate all its New York operations into one Amtrak-owned and operated station. Funds for the \$89 million project came from Amtrak, New York State, and federal funding. (Sounds familiar? that's the kind of funding package which we are looking for in the "Ravenna Connection", except the tag is only \$5 million. If it can be done in NY, why not in Ohio also?) A second track will be built later this year. This will make connecting from one long distance train to another in NYC a

breeze. Amtrak has also announced that reservations will be required on all Empire Service trains operating west and north of Schenectady. Consult the Amtrak timetable or your ticket agent or travel agent for more info.

### **A few news items from our Indiana neighbors .....**

IndARP reports that Amtrak's CALUMET (Valparaiso-Chicago) made its last run on May 3 -- declining ridership, an unacceptably expensive subsidy, and failure to get a regional transportation income tax off the ground were the final blows. Amtrak is working with IndARP, Conrail, and a local developer to explore the possibility of returning rail passenger service to a renovated, restored South Bend Union Station.

### **Interesting Items From Amtrak's FY 1990 Statistics .....**

Inter-city ridership set an all-time record of 22.2 million passengers ..... revenue-to-cost ratio held at .72 but efforts to reduce it continue ..... passenger miles also set an all-time record at 6.1 billion ..... while airlines fuel bills rose by 25% Amtrak's fuel and power costs remained at 5% of operating costs (half of the ridership is pulled by electricity!)

### **Uneven service by on-board Amtrak personnel is challenging .....**

Our own impression is that there are many outstanding sleeping, passenger, dining and lounge car attendants -- but our impression is also that quality is uneven. Last summer when your editor and his wife travelled on sleeping cars on the DESERT WIND and SOUTHWEST CHIEF the service was top-notch. When your editor traveled last month on the westbound CAPITOL the sleeping car attendant was less than average by becoming invisible, forgetting wake-up coffee and paper (he forgot the time change!) and the breakfast voucher. On the return in a BROADWAY Slumbercoach the attendant was outstanding, helping load baggage, making sure that he had spoken with all passenger and attended to their needs, getting milk quickly for a passenger with an ulcer, and finally getting supper for himself quite late and only after announcing to his passengers that he would be in the dining car if needed. We say this because we have had several BROADWAY Slumbercoach experiences eastbound out of Chicago over the years in which the attendant couldn't wait to disappear or make a beeline to the diner, before meeting with and getting instructions from his passengers. We do believe that both longtime passengers and new ones expect and deserve top-notch service always from the attendants -- if you have stories of outstanding or mediocre service, drop us a note.

### **Chicago Union Station renovations are progressing rapidly .....**

One goal in the windy city terminal was to separate the rapidly growing number of Amtrak passengers from a voluminous number of daily commuters -- with the addition of numerous staircases and escalators and the relocation of waiting rooms this is happening now. The other goal was to prepare adequate, comfortable waiting room facilities for long-distance passengers which would be close to the tracks and gates -- these rooms together with a snazzy first-class lounge are almost ready for occupation -- ticket and baggage counters have been operational for some time. Word has it that the renovated and restored Chicago complex will be ready for formal dedication and welcome ceremonies this fall .....

## **Toledo *Blade* is on the cutting edge of rail passenger news!!!**

While the Youngstown *Vindicator* and the Ravenna-Kent *Record Courier* regularly report on passenger service, top honors go to the Toledo *Blade* for the greatest amount of rail passenger news and editorials (with special thanks to George Vance and Richard Cartwright for feeding us these articles). Much of the credit goes to *Blade* staff writer Hank Harvey who not only writes well about rail passenger issues but is given frequent space by his editor.

On Dec. 10, 1990 the *Blade* raised the Toledo station issue with an editorial, "Restore Rail Terminal", citing it as a gateway into the Toledo area. In a call for the Port Authority to take control the paper added that "the terminal logically should become a transportation center for the entire city". "One only has to contemplate the significance of the runway collision at Detroit's Metro Airport to see the value of intercity trains in an era of gridlock in our air transportation system."

"Heading into a new year, Toledo rail travelers are a jump ahead of larger cities such as Atlanta, Denver, Dallas, and Columbus. When Amtrak rerouted its CAPITOL LIMITED through Toledo Nov. 11, the city moved past the larger cities and now has three daily passenger trains, joining only a select few communities with that degree of service". This Feb. 10 Toledo *Blade* article continues with a survey of CSX, Norfolk Southern, and N & W service plus short-line highlights in the greater Toledo area.

Feb. 25, 1991 saw an upbeat editorial "New Life For Train Depot?" Thoughts include "a revitalized station can be of great value to the entire region, not just Toledo ..... there's no excuse for leaving the dingy station as it is." Another article identified Toledo Mayor John McHugh, Sylvania Mayor James Seney, President Gary Failor of the Toledo-Lucas County Port Authority, and Executive Director Cal Lakin of the Toledo Metro. Area Council of Governments as some of the folks addressing this issue.

March 19 saw a *Blade* article which focused on terminal cleanup for an April 18 visit by the Michigan based ARTRAIN, the nation's only nationally touring art museum. Exhibits were not limited to the top-notch material on the train -- terminal rooms included displays by local artists and hobby groups.

The March 26 edition raised the possibility that a new rail passenger station might be built adjacent to the Toledo Central Union Terminal. "Amtrak engineering and architectural crews were in Toledo recently inspecting a site east of the terminal, near the former Railway Express Agency building." Deborah Hare of Amtrak's Chicago office is quoted as saying "we're in the preliminary stages of coming up with cost estimates for a new facility versus how much it will cost to stay where we are." OARP is also mentioned, along with some elucidating comments by Larry George, our Toledo Regional Coordinator.

Statistics were the basis for an April 8 article which noted that since the CAPITOL LIMITED reroute began in November, 20,949 passengers used the Toledo terminal.

April 26 saw the publication of this *Blade* editorial, "Save the terminal" -- "Along with many thoughtful writers in this field, we simply do not believe the era of trains is over; in future years they will once again be seen as the efficient form of transportation they are. Toledo should be ready with a renovated Central Union terminal -- not some undistinguished structure next to a pile of rubble that represents another demolished dream."

The brief railroad strike almost left some passengers stranded in Toledo, until Conrail allowed the train to proceed to Cleveland, according to an April 17 story.

April 22 saw an editorial calling for an Interstate Highway 73 connecting Toledo with Columbus, or perhaps a tollroad. What made the editorial useful was that it called for a balanced transportation system: "What about mass transportation? The hundreds of thousands -- if not millions -- of Florida-bound travelers who head down I-75 or, for that matter, I-95, might be happier to take an autotrain-style ride down -- but the autotrain runs nowhere near I-75. Perhaps a rail line could parallel the interstate highway ....."

Other rail passenger news also fills its pages, including a well-written Mar. 26 article on "Amtrak leaving Grand Central Station", an article on the Adrian and Blissfield excursion train, a story on the possible fate of the South Toledo railroad bridge crossing the Maumee River, and an April 17 article on high-speed rail.

The 20th anniversary of Amtrak did not escape the *Blade* either: May 5 saw an editorial which said "Now it should be up to the federal government to make up for lost time in an effort to expand Amtrak in line with growing demands from U.S. travelers." Sunday, May 12 saw a great feature article by Hank Harvey in color which highlighted Amtrak's two decades, an article which included an interview with OARP'S Larry George and J. Howard Harding. The article covered the history of Amtrak, a look at some serious route gaps, and Amtrak's plans for the future.

March 29 presented a special article (with photo) by Millie Benson on OARP faithful, Richard Cartwright, and his wife Carrie, and their travels; "I've made 260 rail trips on 32 different lines since I started a log in 1929 ..... that adds up to more than 121,993 passenger miles." In Dick's view, according to the article, "Amtrak is doing a good job, and while the old union station appears a lonely place, he thinks it could be cleaned up and successfully converted into a combination rail-bus station." A retired printer he puts in a good plug for OARP, and at the same time presents rail travel as the convenient, timely service which it is. By the time you read this he and his wife will have completed their latest journey, a triangle trip which took them to Washington, New Orleans, and Chicago. Nice job, Toledo *Blade* -- you indeed are our friend and a friend of passenger rail.

### **Hutchison, Prendergast, and Carlson report on Washington meetings.**

On May 18 OARP leaders Mark Carlson, Ken Prendergast, and Bill Hutchison went to Washington DC to attend the spring NARP meeting and to meet with staffers of elected federal officials, Amtrak key people, and others. They met with Dick Woodruff of Senator Metzenbaum's office and separately with legislative aides for Representatives Eckart and Trafficant, stressing the need for a ridership study of the PENNSYLVANIAN extension via Youngstown, the need for an accurate assessment of the cost for restoring the "Ravenna connection", the possibility of using Department of Defense funding to restore the "Ravenna connection" (STRACNET calls for strategic rail lines including a Conrail connection to CSX to reach into the Ravenna arsenal), and a request for support for the Moynihan proposal. Later they met with Virginia Ainsley who is the lobbyist for the Cleveland Growth Association.

In addition to attending the NARP meeting they also spoke with State Sen. Bob Boggs and with Roy Kienetz of Sen. Moynihan's staff. They also met with Susan Carnohan of Ohio Senator Glenn's office where the reception was slightly less positive [Another reason to double out efforts with Senator Glenn. Ed.]

At the evening NARP reception at Union Station they also met other ARP types, Amtrak personnel, congressional staffers, and some state legislators including Boggs and Hagen. [Thanks to OARP VP Bill Hutchison for the notes which provided the basis for this report.]

## **THE LAST WORDS .....**

### **APTA addresses energy issues .....**

Several informative from the American Public Transit Assn. have passed over our desk in recent weeks: "Public Transit -- The Vehicle For Conserving Energy" presents not only a clear case but a good solution. If vehicle-miles of travel continue to increase, in the next 20 years the percent of imported oil would rise 12%. The other document is "Mass Transit -- The Clean Air Alternative". You can write to APTA at 1202 New York Ave N W, Washington DC 20005. Ph: (292) 898-4000.

### **A stupid and dangerous commercial!**

We are speaking about that Lexus auto commercial on TV with the car racing down some very active railroad tracks (and ties). Not that we ever thought of buying a Lexus, but with a mentality such as theirs we would work hard to avoid that brand! Motorists do enough stupid things on railroad crossings and tracks without someone producing a fancy commercial and teaching one more dangerous trick.

### **And one stupid newspaper editorial .....**

It is so uninformed that it doesn't deserve a quote -- we're speaking about the Mar. 1, 1991 Greensburg (Pennsylvania) *Tribune-Review* editorial entitled "You're joking, right?", knocking proposals to extend the PENNSYLVANIAN to Cleveland and blasting the city of Cleveland and northeast Ohio -- talk about a provincial mindset! Thanks to Ken Prendergast for a timely, well-written response!

### **Enlisting support from Columbus .....**

In April our VP Bill Hutchison attended the Ohio High Speed Rail Association (OHSRA) meeting in Columbus and met with various legislators. The city of Youngstown made an appeal to OHSRA for assistance in obtaining the PENNSYLVANIAN extension ..... in April OARP Pres. J. Howard Harding and Board Director Bill O'Brien met with Senator Boggs, Jim Betts, and Bob Chizmar of OHSRA to discuss rail legislation strategy. The need for \$\$\$ includes \$15 million for 3-C, \$15.3 million to restore urban transit funding to minimums, \$5 million for PENNSYLVANIAN extension costs, and \$5 ++ million for freight branch lines. **OARP members need to write and contact legislators and government types**, while as an organization we tighten up alliances with allied groups.

### **Government types respond to our Feb. editorial**

Responses to the front page editorial addressed to people in Washington and Columbus in the February, 1991 issue of "the 6:53" on behalf of energy conservation brought this reply from Congressman Dennis E. Eckart (11th District and a friend of OARP): "As a member of the Energy and Commerce Committee, I look forward to examining the hard issues and crafting an energy policy with which we can all live." Molly Osborne, on behalf of President Bush and The White House, wrote us: "Both the Departments of Transportation and Energy are actively pursuing the development and implementation of national policies for improving transportation and addressing energy issues ..... [The March, 1990 transportation policy statement "Moving America: New Directions, New Opportunities"] sets a new course for transportation that will enable the transportation system to handle the demands of the 1990's and the new century..... the

Administration is committed to conserving energy resources ..... our FY 1992 budget proposes funding for Amtrak to support the continuation of passenger rail service in the nation."

### **Chicago-Florida via Cincinnati Update .....**

We have been strongly assured by Amtrak people that the routing for the proposed Chicago-Florida corridor has NOT been determined as of this date -- via Cincinnati is as viable as Evansville-Nashville. Our problem is getting city, county, business, state, and federal types at that end of the Buckeye state into gear -- all they have given us so far are ... yawns! Two suggestions to our OARP members in the Cincinnati and surrounding environs area: 1) how about leaning extra hard on these government types for some leadership and action now, and 2) how about you OARPer's meeting monthly on your own (like your Columbus counterparts) to bring this proposal to fruition. If you don't, we haven't much to lose ..... except daily service to Florida and intermediate points, and another train to Chicago from that part of the state.

### **OARP'S VP is on the road .....**

OARP VP Bill Hutchison also spent several mid-June days in Columbus, talking with numerous state legislators and their aides about rail transportation. Bill reports from St. Louis (his family's home) that his meetings went well but many more are needed.

### **Introducing new ODOT staffers .....**

The Ohio Department of Transportation's new Deputy Director for Rail, Jeff Honefanger, came to the Springfield meeting to say "Hello." He is the former director of the Springfield transit authority. ODOT's new Assistant Director for Transportation Modes John R. Platt has invited OARP leaders to meet with him at our convenience to discuss his department's development plans. Platt also noted that he reads "the 6:53" and has been briefed on rail passenger matters by Barbara Brown of the ODOT Rail Division.

### **Working on increased congressional support .....**

Former At-Large Board member Harold Wolff is arranging an OARP leadership meeting with Congressman Don Pease of Oberlin to discuss increased Ohio delegation support for improved intercity rail passenger services. Pease is leader of the Ohio Congressional Delegation Caucus, and a frequent Amtrak user via the Elyria station.

### **Cincinnati is an active scene**

Mike Weber tells us that work is progressing at the Cincinnati Union Station readying it for Amtrak service. From the gift shop windows one can see platform construction underway. Supplies and equipment have been removed from the future waiting room so that work can commence soon. Word has it that the Cincinnati relocation will take place at the time of the fall timetable change, a change which would remove at least 20 minutes from the current schedule. By the time this is read OARP volunteers will have painted the waiting room in the Hamilton station.

Information has been received that John Niehaus is working on Cincinnati leaders to preserve the river front trackage. Indications also suggest that some folks are now trying to get the local Chamber of Commerce and government leaders behind the Chicago-Florida train proposal.

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.	(800) 443-7789	(216) 323-5423 Michael McClister
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	(216) 248-7740 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.

Facilities at Fostoria are improving

Larry George, reporting on the Fostoria platform/parking/station situation, says everything is proceeding well. The paved platforms are particularly nice, large signs identifying this as an Amtrak stop are in place, a paved parking lot has been constructed trackside, and clear markings are now visible for east-bound and west-bound trains. He adds that the status of the availability of waiting room space remains uncertain at this time.

Youngstown situation is progressing

Your editor disembarked the BROADWAY on May 24 at Youngstown -- platforms are well-lighted, a trailer waiting room is open on site (although few use it), and a shuttle van transports travelers to the spacious waiting room and (temporary) ticket office in the WRTA terminal. Security by a deputy sheriff is provided for travelers at trainside and in the terminal. Ticket agent Blake Young (who came to Youngstown from Pittsburgh) offers outstanding service, from being friendly and cordial to answering questions to assisting with baggage to putting first-timers at ease. Youngstown still has a way to go, but it is getting better. Bad news is that B & O station rehab is on hold pending additional environmental studies.

Highlights from OARP's Annual Meeting

Meeting began on Sat., May 18, 1991 at The Springfield Inn in Springfield, Ohio with welcome by Stephen Klipfel, Springfield Regional Coordinator and remarks by Pres. J. Howard Harding. He mentioned recent meeting with Ohio Sen. Boggs, Ohio Senator Cooper Snyder, Jim Betts, and ODOT Director Jerry Wrey -- they expect to meet with Gov. Voinovich soon.

Mark Carlson reported on the recent NARP meeting in Washington, adding that Cong. Mary Rose Oakar is interested in having Amtrak return to Terminal Tower (Tower City) in Cleveland. Jeff Honefanger, new ODOT Rail Director, introduced himself to the assembly.

Art Arnold, a consultant to the Association of American Railroads, spoke about the trucking industry's attempts to obtain favorable legislation allowing triple trailers on Interstates -- next 60 days are very important for this issue. Petitions were provided for members.

Elections for the by-law change and for board members were conducted by Tom Pulsifer. Proposal # 1 would leave the term as it is, four years; # 2 would change the term to six years. Motion was adopted to keep term limitation to four years. Mark Carlson was nominated as Area 216 Director, Ron Myers was nominated as Area 419 Director, Al Wolf was nominated as Area 513 Director, Bill O'Brien was nominated as Area 614 Director, and Larry George was nominated as Director At Large; all were elected by acclamation.

Bob Boyce reported monthly regional OARP meetings in Columbus. Howard Harding remarked about a book he had recently obtained, *Steering A New Course* by Union of Concerned Scientists.

Afternoon presentation was by Gordon Flax, Clark County Commissioner, "Rail Line Preservation -- How Clark County Did It": the Clark County-Fayette County Port Authority was created to purchase and preserve the Grand Trunk 27 mile branch between Springfield and Washington CH, a line now operated by the Indiana and Ohio railroad providing an important link between CONRAIL and CSX. Cost of the line was \$3,092,00, with \$2.1 million funded by ODOT, and the balance by the FRA, shippers, and the I & O RR. Immediate benefits include \$6 million gained by local grain growers because of reduced transportation costs and substantial reduction of truck traffic on local highways.

Wall Szczesny reported on "Clark County Transportation Developments", stressing transportation planning which addresses all modes and possible sites for a passenger station in Springfield.

Proposals for the August meeting were offered. President Harding recognized and thanked retiring board member at large, Harold Wolff, for his many contributions to OARP over the years including his participation in the Montana NARP meeting last year.

Thanks for the excellent overall arrangements for this meeting were extended to Stephen Klipfel, Springfield Regional Coordinator, and his wife Johnene. (And special thanks to Al Wolf for providing notes for this summary.)

BAGGAGE & EXPRESS . . . . .

@@@ "The A Train roars past expectations: the BROADWAY LIMITED is drawing more passengers than expected in Youngstown, despite middle-of-the-night boarding times" is the headline of a front-page Apr. 10, 1991 article in the Youngstown *Vindicator*. 1,893 passengers arrived, 1,622 departed between Nov. 4 and Mar. 31, about twice the number originally projected by Amtrak . . . . . @@@ In an Apr. 15, 1991 editorial the Canton *Repository* published a rebuke to Canton Mayor Sam Purses and his constituents for letting Amtrak service die without a whimper, "the silence at this end of the line was deafening." The *Repository* argued for trying to keep the stops . . . . . @@@ Bill Hutchison (OARP VP) has been trying to raise local interest for an Amtrak stop in Ashtabula -- County Commissioner Joe Del Priore has been very helpful -- Amtrak wrote it would be interested in such a stop after a LAKE SHORE LIMITED split materializes and if the local community picks up the cost of building the station . . . . . @@@ Thanks to Harold Wolf who along with his word processor has written some great letters to people in Columbus asking for support for rail transportation . . . . . @@@ Recently we saw a nice piece from the "Citizens For Modern Transit" headquartered in St. Louis promoting the "St. Louis Regional Transportation Center, a Multi-Modal Station For The Metropolitan Area." Not only will it host Amtrak relieving it from its "temporary" "Amshack" quarters, but it would also serve Greyhound, Bi-State bus routes, car rental agencies, and helicopter services . . . . . @@@ Congratulations to travel agent "Amtrak Al" Mladineo in earning another "Golden Spike" from the Amtrak sales people -- he wants us and Amtrak to know that consistently he has Clevelanders asking for rail service to Columbus and Cincinnati . . . . . @@@ Miles Paul Shore, OARP member now living in Virginia, reminds us to include in our OARP meeting notices travel info and directions on reaching these meetings via bus -- we agree, inasmuch as it is intermodal transportation which we are promoting, and yours truly sometimes takes a bus to Pittsburgh to connect with his west-bound Amtrak sleeper! . . . . . @@@ Thanks to Steve Klipfel for a bundle of newspaper articles on the rail strike including its impact on passenger service . . . . . @@@ Correcting our terminology: one reader has pointed out that the word is "thrice-weekly" and NOT "tri-weekly" for the CARDINAL which runs three days a week in each direction -- we agree, however, Amtrak, travel agents, and various writers continue to speak of it as "tri-weekly" . . . . . @@@ Another

Railroad Mail Car  
1920s  
Presorted  
First-Class



saga continues: the sale of the Panhandle rail line from Conrail to the Columbus and Ohio River Railroad, an affiliate of the Ohio Central Railroad, is still undecided -- financing assistance along with tax abatement are the keys (thanks to Walter Kussmaul for keeping us posted) ..... @@@ Seems that some of the great magazines in our country have finally caught on that there are other travel options: The May 1991 *Better Homes and Gardens* saw an excellent article, "All aboard two great Amtrak trains", which featured Cleveland-Chicago service and a ride on the EMPIRE BUILDER. Article was positive, describing the scenery and informing the rail novice as to the facilities, accommodations, and prices which go with Amtrak travel ..... @@@ The Apr. 1 *Arkansas Gazette* published a special feature on Amtrak by James Powell: "In the federal scheme, \$600 million for an essential and improving [Amtrak] national service is a great bargain. The Pentagon will *spill* \$600 on a bad contract ..... The potential for Amtrak depends on expanding the network, and a reversal of errant national transportation policy that was set in the fifties. While Europe maintained a first-class rail system, President Eisenhower and Congress determined that nothing counted except transportation which was automotive or airborne. Today to ride on the Interstates is often nightmarish and the airways are so loaded that the poor traffic controllers can hardly keep flights separated." ..... @@@ The *Atlanta Journal (Constitution)* offered this editorial on Mar. 31: "Seizing the transportation future ..... We need to recognize that in an urban setting, highways are a grossly inefficient and highly toxic means of transporting people. The share of transportation money earmarked for urban areas must be made available to subsidize the construction and operation of mass transit ..... we subsidize the automobile with millions of dollars allocated from Georgia's general fund for highway construction ..... we subsidize it by funding the Georgia State Patrol and local police departments (roughly 40 percent of a local police force's resources are consumed by highway related duties.) ..... if mass transit were to receive half of the subsidy given to the automobile, it would have a far greater impact on the problems we face today." ..... @@@ The May 18 *Sandusky Register* contained a short article which spoke about rebuilding an abandoned railroad line between Monroeville and Sandusky -- now that's an interesting twist .....

**DIRECTORY of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, INC. (OARP)**

Updated: June 1, 1991

<b>PRESIDENT</b>	<b>J. HOWARD HARDING, 489 Overwood Rd, Akron 44313 .....</b>	<b>(216) 867-5507</b>
<b>PRESIDENT EMERITUS</b>	<b>THOMAS PULSIFER, 1751 Wilshire Dr, Xenia 45385 .....</b>	<b>(513) 372-9868</b>
<b>VICE-PRESIDENT</b>	<b>BILL HUTCHISON, JR., 1931 E Prospect Rd, #401, Ashtabula 44004</b>	<b>(216) 992-9507</b>
<b>SECRETARY &amp; GEN. COUN.</b>	<b>BENJAMIN F. FARAH, 1340 Depot St, Suite 204, Rocky River 44116</b>	<b>(216) 333-1333</b>
<b>TREASURER</b>	<b>GEORGE BAYLESS, 2422 S Patterson Blvd, Dayton 45409 .....</b>	<b>(513) 293-8794</b>
<b>MEMBERSHIP SERVICES</b>	<b>THOMAS PULSIFER, 1751 Wilshire Dr, Xenia 45385 .....</b>	<b>(513) 372-9868</b>
<b>BOARD OF</b>		
<b>DIRECTORS:</b>		
Area 216	<b>MARK CARLSON, 479 Humiston Dr, Bay Village 44140 .....</b>	<b>(216) 331-3161</b>
Area 419	<b>RON MYERS, P. O. Box 705, Galion 44833 .....</b>	<b>(419) 468-7737</b>
Area 513	<b>ALBERT E. WOLF, 1497 Melrose Ave, Dayton 45409 .....</b>	<b>(513) 294-7110</b>
Area 614	<b>WILLIAM O'BRIEN, P. O. Box 20189, Columbus 43220 .....</b>	<b>(614) 451-7226</b>
At-Large	<b>LARRY GEORGE, 3020 Lantern Dr, Oregon 43616 .....</b>	<b>(419) 698-2167</b>
"the 6:53" EDITOR	<b>RONALD BERGEN, 120 Luther Ave, Kent 44240 .....</b>	<b>(216) 673-9263</b>
<b>CIRCULATION MANAGER</b>	<b>MARK SCHWINN, 3148 Menough Rd, Ravenna 44266 .....</b>	<b>(216) 296-6388</b>
<b>3-C CORRIDOR PROJ. DIR.</b>	<b>MANFRED O. ORLOW, 2801 Far Hills Ave, #205, Dayton 45419.....</b>	<b>(513) 299-0718</b>
<b>CLE-PIT CORR. PROJ. DIR.</b>	<b>KEN PRENDERGAST, 18964 River's Edge-Suite A, Chagrin Falls 44022</b>	<b>(216) 543-8698</b>
<b>DEVELOPMENT CO-ORDIN.</b>	<b>MANFRED O. ORLOW, 2801 Far Hills Ave, #205, Dayton 45419.....</b>	<b>(513) 299-0718</b>
<b>Area 216: CLEVELAND</b>	<b>JAMES STEVENSON, 192 Franklin Dr, Berea 44017 .....</b>	<b>(216) 234-5885</b>
<b>ALLIANCE</b>	<b>RUSSELL ALDINGER, 1056 Kingsway, Alliance 44601 .....</b>	<b>(216) 823-8833</b>
<b>CANTON-AKRON</b>	<b>MALCOLM S. RITCHIE, 418 Woodard St, # 13, Louisville 44641 ....</b>	<b>(216) 875-5591</b>
<b>RAVENNA-KENT</b>	<b>MARK SCHWINN, 3148 Menough Rd, Ravenna 44266 .....</b>	<b>(216) 296-6388</b>
<b>YOUNGSTOWN</b>	<b>JOHN D. CICCARELLI, 105 Morris Ave, Girard 44420 .....</b>	<b>(216) 545-2973</b>
<b>WARREN</b>	<b>G. DOUGLAS HUDSON, 3981 Greenmont Dr, S.E. Warren 44484 ...</b>	<b>(216) 856-2557</b>
<b>ASHTABULA-CONNEAUT</b>	<b>BILL HUTCHISON, JR, 1931 E Prospect Rd, #401 Ashtabula 44004</b>	<b>(216) 992-9507</b>
<b>ELYRIA-LORAIN</b>	<b>PHIL COPELAND, 110 Indiana Ave, Elyria 44035 .....</b>	<b>(216) 365-7970</b>
<b>Area 419: TOLEDO</b>	<b>LARRY GEORGE, 3020 Lantern Dr, Oregon 43616 .....</b>	<b>(419) 698-2167</b>
<b>LIMA</b>	<b>JOHN H. KELLER, SR., 721 Woodward Ave, Lima 45805 .....</b>	<b>(419) 224-9936</b>
<b>MANSFIELD</b>	<b>RICHARD A. FRY, 616 Sherwood Dr, Mansfield 44904 .....</b>	<b>(419) 756-3775</b>
<b>NORWALK-SANDUSKY</b>	<b>STEVE LA CONTE, 27 Welton Ave, Norwalk 44857 .....</b>	<b>(419) 668-6225</b>
<b>SANDUSKY</b>	<b>GEORGE VANCE, 1319 E 4th St, Lakeside 43440 .....</b>	<b>(419) 798-8211</b>
<b>Area 513: CINCINNATI</b>	<b>W. MIKE WEBER, 11041 Bodwell Court, Cincinnati 45241 .....</b>	<b>(513) 733-8911</b>
<b>CLERMONT COUNTY</b>	<b>RONALD D. GARNER, 1884 Kress Rd, Mount Orab 45154 .....</b>	<b>(513) 444-3098</b>
<b>HAMILTON-MIDDLETON</b>	<b>DAVID DAWSON, 4210 Eileen Dr, Cincinnati 45209 .....</b>	<b>(513) 351-5590</b>
<b>DAYTON</b>	<b>ROBERT REED, 59 W Bruce Ave, Dayton 45405 .....</b>	<b>(513) 277-1643</b>
<b>SPRINGFIELD</b>	<b>STEPHEN KLIPFEL, 825 S Tecumseh Rd, Springfield 45506 .....</b>	<b>(513) 882-6521</b>
<b>Area 614: COLUMBUS</b>	<b>ROBERT BOYCE, 1080 Lincoln, Columbus 43212 .....</b>	<b>(614) 486-7038</b>
<b>COSHOCTON</b>	<b>WALTER KUSSMAUL, 1214 Denman Ave, Coshocton 43812 .....</b>	<b>(614) 623-0079</b>
<b>DELAWARE</b>	<b>ALEX HEINGARTNER, 205 W Lincoln Ave, Delaware 43015 .....</b>	<b>(614) 369-4383</b>
<b>Area 606: OHIO VALLEY</b>	<b>DON MAXWELL, P. O. Box 1252, Ashland, KY 41105 .....</b>	<b>(606) 325-8035</b>
<b>National Association of Railroad Passengers/ NARP PASSENGER RAILNEWS HOTLINE (24 HOURS)</b>		<b>(202) 408-8331</b>
<b>NARP OFFICE PHONE (regular hours) .....</b>		<b>(202) 408-8362</b>
<b>900 Second Street, NE, Suite # 308, Washington DC 20002</b>	<b>Ross Capon, Executive Director</b>	
<b>OHIO NARP Region 6 Directors: J. Howard Harding (see above), Mike Weber (see above), and</b>		
<b>Mark Adamcik, 14201 St. James Ave., Cleveland 44135 .....</b>		<b>(216) 941-9459</b>
<b>OARP'S OFFICIAL BUSINESS PHONE - (equipped with answering machine).....</b>		<b>(513) 299-0718</b>

**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: \_\_\_\_\_

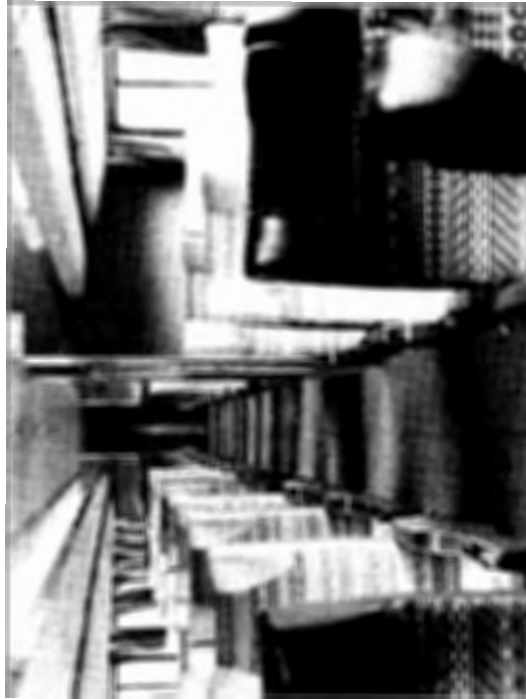
CITY/STATE/ZIP: \_\_\_\_\_ PHONE: \_\_\_\_\_

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

# the 6:53

## IN THIS ISSUE .....

- ..... Columbus Area Activities On The Increase
- ..... Current Amtrak News On Many Fronts
- ..... May Meeting Summary and Election Results
- ..... Pres. Harding's Report and Challenge
- ..... A Promising Turn in the Ravenna Connection
- ..... Toledo Newspaper Coverage Surpasses Others
- ..... Details about OARP's Summer Meeting
- ..... Plus Many Regular Features



With the arrival in 1993 of the recently ordered Superliner cars the CAPITOL LIMITED will sport upper level coaches such as this interior shot portrays. (Amtrak photo)



June 1991

Issue #95

Official Publication of the  
OHIO ASSOCIATION OF RAILROAD PASSENGERS



"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 August issue -  
July 15, 1991

The SUMMER OARP MEETING is Saturday, July 27, 1991 in northwest Ohio, and hopefully will include a rail inspection field trip. See details on enclosed meeting announcement in members' copies of this edition.

## OHIO ASSOCIATION OF RAILROAD PASSENGERS

P.O. BOX 653  
XENIA, OHIO 45385-0653  
RAIL TRANSPORTATION ADVOCATES

ADDRESS CORRECTION REQUESTED

