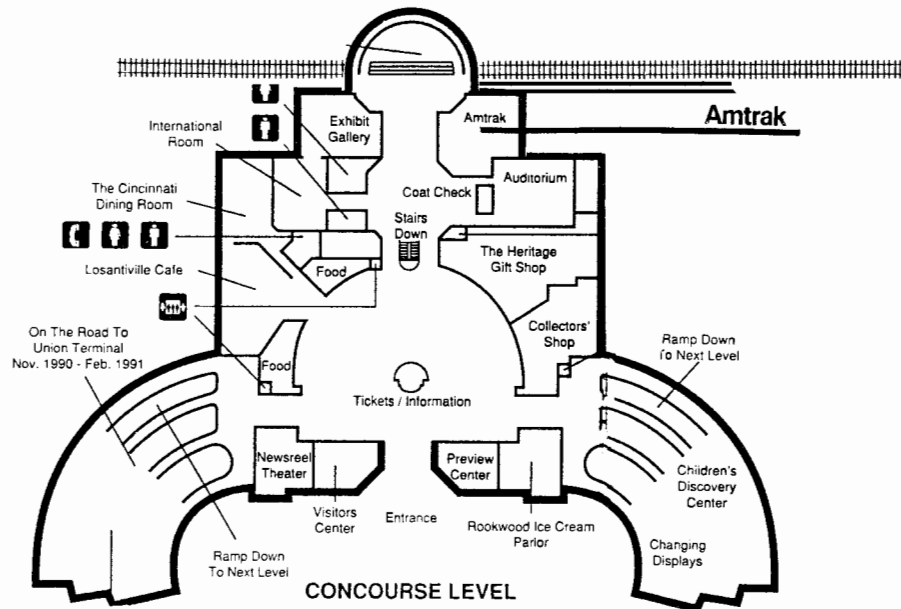


the 6:53

October 1991

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue # 97



OARP welcomes Amtrak to Cincinnati Union Terminal and congratulates The Museum Center Foundation for the splendid restoration of a grand, old facility

Classic 1933 Art Deco Station, renovated at cost of \$55 Million, houses Museum Of Natural History, Cincinnati Historical Society, Robert D. Lindner Family Omnimax Theater, Amtrak Station plus other features and shops

Complex to be dedicated on Sat., Nov. 2

The last passenger train departed C.U.T. on October 28, 1972 -- subsequent Amtrak service in Cincinnati has been at the out-of-the-way River Road Station constructed by Amtrak -- with the return to C.U.T. 15 minutes each direction has been eliminated from the CARDINAL schedule.

Cincinnati Union Terminal, an art deco style rail station of the 1930s, is regarded as an architectural triumph. Following years of decay and a short-fling as a shopping mall, C.U.T. has been restored and renovated into the Museum Center at Cincinnati Union Terminal which now houses the Cincinnati Museum of Natural History including the Children's Discovery Center, the Cincinnati Historical Society Museum and Library, the Robert D. Lindner Family Omnimax Theater, the Special Exhibits Gallery, the Newsreel Theater, Amtrak, and various shops. Operating hours are Mon-Thurs. and Sat. 9 a.m. to 5 p.m., Fri. 9 to 9, and Sun. and hol. 11 a.m. to 5 p.m. Today only a small part of C.U.T. will service rail passenger trains, for the trackage on which the CARDINAL operates is the CSX mainline and the space which housed the former trainshed is part of a new CSX freightyard.

OARP is delighted at the return of rail passenger service to C.U.T. and the promise of daily CARDINAL service in 1993 -- it's a great first step! The next leap for which Ohio is really waiting and for which OARP is soliciting support is twice-daily passenger service on the 3-C Corridor offering service from Cincinnati through Columbus to Cleveland -- plus the promise that the proposed Chicago-Florida Amtrak train will stop in Cincinnati.

+++ OFFICIAL NOTICE +++

OARP will hold its regular fall meeting on Sat., Nov. 2 at the Cincinnati Union Terminal -- same date and place as the dedication of the renovated facility. Amtrak equipment display may be featured. See inside for details and registration information and plan now to attend.

OARP and Cincinnati welcome Amtrak to C.U.T. by David Dawson, OARP Regional Coordinator

Finally we have an Amtrak service improvement to talk about in Ohio. On July 29 about 300 people welcomed the CARDINAL #51 to Cincinnati Union Terminal. One banner read "OHIO ASSOCIATION OF RAILROAD PASSENGERS WELCOMES AMTRAK BACK TO CINCINNATI UNION TERMINAL!" while the other banner proclaimed "10-28-72 LAST TRAIN DEPARTS -- 7-29-91 THE CARDINAL RETURNS! AMTRAK! WELCOME HOME TO UNION TERMINAL!"

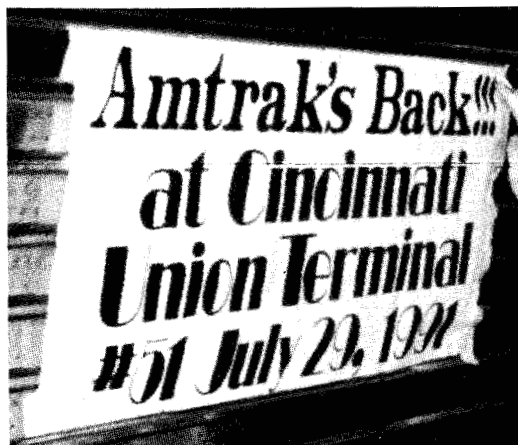
The new facility is very nice, well laid out, and should work well. Amtrak has lots of room. Upon entering the rotunda passengers proceed straight ahead toward where the concourse began. Amtrak's entrance is on the right, formerly the entrance to the men's room. The large waiting room with high ceilings, terrazzo floor and original light fixtures also has art deco phone booths and huge windows looking north over Queensgate Yards and the post office. Amtrak passengers will no longer have to talk to the agent through bullet-proof glass. Access to the platform is through a hallway to the left of the ticket counter. Off

this hallway will be vending machines. Two new handicap-accessible restrooms are finished, baggage check/claim is also along this corridor. At the end of the corridor (about 75 feet) is an elevator to the platform as well as the original stairs, which are wide and have a large landing halfway. The ramp is now only for use by baggage carts.

The newly poured 1,100' platform is well lit and spacious. Unfortunately the round-end canopy could not be restored due to cost and had to be removed, according to Amtrak's Frank Stoy. There is shelter in a couple of places along the platform under the station itself.

Parking is officially \$3.00/day for Amtrak passengers. The Museum Center allows 30 minutes free parking during the day, \$1.00 per hour after that up to \$4.00 max. (Long-term parking will be safe as the area is patrolled by Cincinnati Police -- there was even a police car in the parking lot as we arrived at 3 a.m. Monday).

It was ten years ago this summer that John Wilson, Mike Weber and I rode the CARDINAL nearly every weekend "leafleting" between Hamilton and Muncie (with a 40 minute turnaround to the return train.) Amtrak in the terminal is a welcome improvement.



Welcome sign on Amtrak's CARDINAL, July 29, 1991 at C.U.T.



Inside C.U.T. Amtrak station looking towards ticket counter.

Photos by W. Mike Weber.

Newspaper coverage and photos highlight C.U.T. return!

Four photos and a half-page article by Lew Moores in the July 30 Cincinnati Enquirer highlighted Amtrak's return with the CARDINAL. "Some boarded, most didn't. Most were there just to witness, to watch off down the tracks into that long tube of darkness as the locomotive's headlight grew bright and brighter still Monday morning, that passenger train was the first in 19 years to arrive at Union Terminal, and even though Amtrak's CARDINAL wasn't due in until 3:50 a.m., the hour did nothing to discourage about 200 people from showing up on the one platform left at the old train station to cheer and applaud and welcome train travel back to the terminal." OARP's Mike Weber is mentioned in the article which noted that "nine cars made up the CARDINAL, with 267 passengers aboard, nearly a capacity crowd. At Union Terminal, 73 passengers boarded and 58 got

off."

Commenting on the early morning view looking out from the train the Enquirer reporter joined Mike and OARP's David Dawson for the ride to Hamilton. The newspaper also published a photo of David holding a banner next to the CARDINAL which read, "Amtrak's Back!!! at Cincinnati Union Terminal #51 July 29, 1991 and made mention of OARP member Doug Yerkeson and his fiancée Michelle Brueggeman, and Willie Davis, former OARP member and currently chapter president of the National Railway Historical Society.

Two photos accompanied a timely article by George Lecky in the July 29 Cincinnati Post. Beginning with the headline "'All aboard' cry echoes through revived station" the article was peppered with interviews of various folks waiting to greet the train and take the first trip out of C.U.T.: "The predawn crowd burst into cheers when the beam of light from the Amtrak locomotive rounded the bend and headed into Union Terminal."

Amtrak In Cincinnati

TRAINS: CARDINAL runs from Chicago to New York with stops at Philadelphia, Washington, Maysville Ky, Cincinnati, Hamilton, Indianapolis and other cities. Westbound arrival is Mon., Thurs., and Sat. at 3:50 a.m., departure at 4:05 a.m. Eastbound arrival is Tues., Thurs., and Sat. at 4:35 a.m., departure at 4:50 a.m. Schedule will remain same after new timetable is at the end of Oct. CARDINAL becomes daily in 1993.

PARKING: Park in the Museum Center lot, as if visiting the Museum or Historical Society. Cost is \$3 for 24 hours.

BAGGAGE: Carry your own from parking lot to Amtrak waiting room baggage check-in.

TICKETS/INFORMATION: Station ticket office is open 9:30 a.m. to 5 p.m. Mon. through Fri., and 11 p.m. to 6:30 a.m. -- phone (513) 651-3337. Amtrak's national number is 1-800-872-7245.

Update on regional OARP activities and meetings

Columbus Area OARP Activity Update by Robert M. Boyce

The Arch Committee is off and running!

A news conference starting at Arch Park at 10 a.m. Sat., Oct. 19 and moving over to the nearby Hyatt Regency Atrium is in the planning stage by the committee, which met Sep. 5 at the Red Door Tavern. Committee members attending were Mary Eckert (chair), Mary and Larry Gray, Stu Nicholson, Mary and Jim Shoemaker of Newark, and Mary Shover.

The event will focus on the urgent need to get a passenger rail/ multi-modal station in the Columbus Convention Center during the center's current expansion, and to urge state funding for 3-C conventional trains. Petition signing will be encouraged, and literature will be passed out. All local OARP members are urged to attend! The Arch Committee (taking its name from the only remnant of Columbus' last rail station) grew out of the Aug. 17 local OARP meeting, attended by a record 19, including five new faces. We welcomed Bob and Bobbie Fluck of Fairborn, Jack Schoby, Mary Eckert, and Jim Shoemaker.

Our appearance at the Ohio State Fair was a great success! Howard Zweifel spent the day on Aug. 10 collecting signatures on petitions urging the state to fund conventional passenger trains on the 3-C corridor at the earliest possible time. The one day effort netted 500 signatures! Copies of the petitions were sent to Governor Voinovich and to several key state legislators. Special thanks to Tom Fletcher for making arrangements for a table for literature and petitions at the exhibit of Division "G" of the National Model Railroad Association, whose members were most cooperative.

On another front Tom Allen wrote a very good letter in response to an article in the Columbus *Dispatch* by Phil Porter, business reporter, on the Columbus Convention Center. Tom pointed out all the advantages of a rail station, a point Porter neglected to mention.

We plan to be represented at the Sep. 24 meeting of the Columbus Convention Center Facilities Board, while our next local greater Columbus OARP meetings will be at 10 a.m. at the Red Door Tavern on Sat. Sep. 28 and October 26.

Toledo Area OARP Activity Update by W. Scott Lawson

In an effort to provide more involvement for regional OARP members the Toledo area has elected to hold bi-monthly meetings on a regular basis. By conducting these local meetings we hope to intensify OARP efforts in northwest Ohio.

Greater Toledo area OARPer will meet bi-monthly on the first Friday of the month at 7:30 p.m. at the Oregon Council Chambers, 5330 Seamen Road, Oregon. Next meeting is Fri., Oct. 4 followed by one on Dec. 6. For more info contact W. Scott Lawson, our new Toledo area Coordinator at (419) 855-8510, or Board Member-At-Large, Larry George at (419) 698-2167.

Cincinnati Area OARP Activity Update as reported by Mike Weber

The first meeting of OARP activists in the Cincinnati area drew 14 members which all agreed was a good turnout. These priorities were established: 1) to promote Florida-Chicago Amtrak service with a stop in Cincinnati, and to contact Cincinnati area city and county leaders asking them to support

a cost study for this potential service via Cincinnati, 2) to focus on legislation in support of 3-C Corridor rail passenger service and enlist the support of State Sen. Aronoff and Finan, 3) to write letters to the Ohio US senators and area congressmen asking them to support the Senate version of the Surface Transportation Act, and 4) to support proposals for light rail service in the Cincinnati area and the Heritage Trolley along the river. Next meeting will be after January 1 -- if you would like to be part of these Cincinnati area OARP meetings, contact Mike Weber at (513) 733-8911 or David Dawson at (513) 351-5590.



PRESIDENT'S COLUMN

by J. Howard Harding, OARP President

Ohio's Capital Budget Should Include Rail Passenger Service Funding

Ohio's capital budget which will be developed this fall and voted on by early in 1992 should include specific funding for intercity rail passenger service projects. Support for this idea is growing in Columbus, and legislation may be introduced by the time you read this. One scenario would include establishment of a Rail Development Fund (RDF), financed by revenues from the existing state rail excise tax. This approximately \$7 million annual revenue stream would be used to back bonds to finance rail capital improvements. Bond payments would not begin until FY 1993, so there would be no need to amend the existing biennial operating budget.

Projects to be funded would benefit both freight and passenger rail services. Passenger projects would, of course, include Cleveland-Columbus-Cincinnati and Cleveland-Pittsburgh track, signalization and, for 3-C, rolling stock as well. In addition, the experience of communities along the BROADWAY/CAPITOL reroutes strongly argues for including state capital assistance for station construction or refurbishing.

(Continued on next page)

(Howard Harding, Pres, Column, cont'd)

Akron, Alliance, Fostoria and Youngstown were each compelled to allocate scarce local dollars for initial station facilities while faced with rising costs and declining revenues. Only Youngstown was able to leverage significant non-local funds for a station; other communities have been unable to justify spending enough money locally to provide fully adequate permanent facilities.

Akron's situation is further complicated by Mayor Donald Plusquellic's apprehension that service will disappear from Akron just as it did from Canton, Crestline, Lima and Ft. Wayne. Mayor Plusquellic's concern appears to be largely the result of the malicious malarkey spread by various rumor mills regarding reasons for the BROADWAY/CAPITOL reroutes. Certainly it is extremely unlikely that the CSX line which Amtrak uses through Akron will be downgraded or abandoned since it is the only route CSX now has between Chicago and Pittsburgh.

State assistance for rail passenger stations is further justified by an equity issue -- each of the Ohio BROADWAY/CAPITOL stations serve passengers from very large geographic areas of the state. Fostoria is used by passengers from Dayton and Columbus; Akron and Alliance by Columbus, Canton and Zanesville residents; and Youngstown draws from far northeastern Ohio and western Pennsylvania. Any stations built on either the Cleveland-Cincinnati or Cleveland-Youngstown-Pittsburgh routes will also draw passengers from large portions of the state.

It is therefore entirely reasonable that Ohio's 1992 capital budget include funds for state assistance for construction/ rehabilitation of intercity rail passenger/multimodal stations throughout the state. Let's make sure our elected representatives get this message loud and clear.



CLE-PITT UPDATE
by Kenneth Prendergast, Director
CLE-PITT Special Project

In late December of 1990 Amtrak's Operating Department began approaching Conrail and CSX in order to determine the capital requirements of extending the PENNSYLVANIAN to Cleveland from Pittsburgh. Exactly nine months later a list of preliminary capitol costs for the Alliance and Youngstown routes has been determined. The negotiations stage has begun. Since these are preliminary discussion draft numbers, they cannot be specifically listed in an open publication such as "the 6:53." However, a very general analysis and commentary can be provided.

In the capital cost study, rational expectations were realized with the inclusion of the "Ravenna Connection", the "New Castle Connection", the "Koppel Secondary", and train storage facilities at Cleveland. After dissecting the cost of each item they seem to be "top end" figures, that is, all possible costs that could be incurred with each item were included in the total. But they're not unreasonable.

The biggest surprise was the estimate that the capital costs would be greater (in fact, 65% greater) if the PENNSYLVANIAN ran via Alliance. The standard wisdom has been that, absent funds for the restoration of key track connections via Youngstown, the PENNSYLVANIAN could at least use the CAPITOL LIMITED route via Alliance to reach Cleveland in the interim. As it now stands, that is no longer a viable option, and perhaps intentionally.

Conrail is insisting that its "Automatic Block Signalling" (ABS) system on its Cleveland-Ravenna-Alliance mainline (called the Cleveland Line by Conrail) be upgraded to a "Traffic Control System" (TCS) before the PENNSYLVANIAN is extended. OARP was warned several months ago that Conrail would insist on better signalling which would expand the capacity of its Cleveland Line to accommodate the PENNSYLVANIAN. What is surprising is that Amtrak is echoing Conrail's "TCS Ransom." I thought Amtrak knew better than to trust Conrail's undying history of anti-passenger train preconditions.

What does this all mean to a possible start-up date for the extension of the PENNSYLVANIAN? Assuming Conrail does not budge in negotiations, assuming elected officials can get capital appropriations out of next year's tight government budgets, and assuming planning, design, and construction of the items listed in the capital cost study can be accomplished within a year thereafter, in my opinion, the PENNSYLVANIAN may not be extended over either route until sometime in 1993, at the earliest!! May the travelling public be damned! May the wishes and goals of on-line community leaders and legislators be set back! May this opportunity for further improvements to Amtrak's all-important revenue-to-cost ratio be delayed, or worse -- wasted!

Amtrak should realize several facts before it gets into serious negotiations with Conrail. First, when Amtrak split the BROADWAY and CAPITOL LIMITEDs into separate trains west of Pittsburgh in 1986, it approached Conrail about the possibility of rerouting the CAPITOL via the Cleveland Line. Conrail's response was that they needed TCS to accommodate the new train. Yet, when Conrail chose to downgrade the old routing of the CAPITOL through Canton and Fort Wayne, it was in its best interest to accept the CAPITOL reroute via the Cleveland Line. The CAPITOL was rerouted last November without any mention of the "TCS Ransom."

Second, in the August, 1991 capital cost study for the PENNSYLVANIAN extension, Conrail cited the "frequent number of day-time freight movements on the Cleveland Line" as an excuse for its "TCS Ransom." While there are a frequent number of daytime freight trains on that line, the interference threat to the PENNSYLVANIAN is overstated. Conrail actually runs a fleet of inter-modal TrailVan (TV) trains at Amtrak speeds on the Cleveland Line, travelling in the same direction and within the same time range as the PENNSYLVANIAN would. On the Cleveland Line there are about 5 Eastbound TV trains between the hours of 6 AM - 10 AM and usually 5 Westbound TV trains from 5 PM - 9 PM. TV trains run every day except Monday. Slower freights are scheduled so that they may not interfere with these high priority trains between Cleveland-Ravenna-Alliance. The PENNSYLVANIAN could easily "go with the flow" on the Cleveland Line.

And third, if slower freights should run late enough to interfere with higher priority trains, Conrail will abandon its preference of pipeline railroad operations and begin to shuffle trains on the double-tracked Cleveland Line. Operational provisions are available, and employed, to effectively deal with this nearly daily occurrence. The PENNSYLVANIAN could avail itself of these provisions. But Conrail wants TCS signals for its own use, and it would also like someone else to help pay for it!

In order to understand better Amtrak's position, several attempts were made by OARP to contact Amtrak's Operations people -- these calls were not returned. Yet, this is the situation as I understand it: anything less than payment of the "TCS Ransom" could mean no PENNSYLVANIAN extension into Ohio for at least a couple of years.

(Further discussion of options in next issue)

OFFICIAL NOTICE

The OARP Board of Directors has recommended to the membership for its consideration at the November 2 Meeting, the following revision of OARP Constitution **Article V - BOARD OF DIRECTORS, Section 1 - GENERAL POWERS and Section 2 - TENURE:**

ARTICLE V - BOARD OF DIRECTORS.

Section 1 - GENERAL POWERS.

The affairs of the Association shall be managed by its Board of Directors consisting of a President, Vice President, Secretary, Treasurer, and seven additional elected members, one from each telephone area code quadrant of the State plus three members-at-large.

Section 2 - TENURE.

The following shall be elected in even years: President, Vice-President, Secretary and Treasurer and two Board Members-at-Large. The following shall be elected in odd years: Board Member 216, Board Member 419, Board Member 513, Board Member 614, and one Board Member-at-Large. All terms of office shall be for two-year terms with right of re-election to a second consecutive two-year term. Upon the expiration of the term in which a Director completes four consecutive years in a given position, a person may not be re-elected to that same office, but may be duly nominated and elected to hold a different office at that time. In the case of the President, Vice-President, Secretary, and Treasurer, time served in that capacity prior to 1990, and in the case of Board Member 216, Board Member 419, Board Member 513, Board Member 614, and Board Member-at-Large, time served in that capacity prior to 1991 shall not be counted in calculating the time served for purposes of the four year limitation.

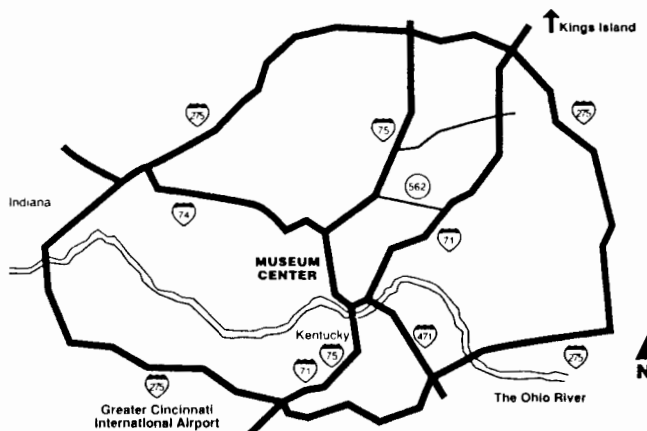
OARP FALL MEETING

**The Museum Center
at Cincinnati Union Terminal**
1301 Western Avenue
Cincinnati, Ohio 45203

Saturday, November 2, 1991 - 10:00 a.m.

C.U.T. Location...

- ...From Downtown Cincinnati: I-75N to Ezzard Charles Drive, Exit 1H.
- ...From Northern Cincinnati: I-75S to Ezzard Charles Drive, Exit 1H.
- ...From Northern Kentucky: I-75N to 50W/River Road/Linn Street, Exit 1G.
Take Linn Street/Dalton Avenue exit to Linn Street North to left on Ezzard Charles Drive to Museum Entrance.



- < Meeting and lunch will take place in one of the meeting rooms in Cincinnati Union Terminal and will begin at 10:00 a.m. with OARP activities extending into the afternoon. When you arrive at the station, watch for signs pointing to OARP meeting. Registration and lunch cost is \$14 per person.
- < Agenda will include a tour of the terminal -- and arrangements are underway to obtain a special speaker for this meeting.
- < Because November 2 is the date on which the renovated Cincinnati Union Terminal will be dedicated, OARP will be working with a flexible schedule.
- < Plenty of activities and places for everyone to visit at C.U.T. on that day -- including a variety of shops, Omnimax Theater, Museum of Natural History Displays, Special Exhibits Gallery, plus Historical Society Displays -- consequently members are encouraged to bring their families, including children, to this get-together.
- < Indications are that the day's events will include a display of Amtrak equipment -- although this remains unconfirmed at press-time.
- < Amtrak's westbound CARDINAL (#51) will arrive at C.U.T. at 3:50 a.m. on Nov. 2 -- next westbound scheduled departure is Nov. 4 at 4:05 a.m. Eastbound CARDINAL (#50) will arrive at 4:35 a.m. on Nov. 1, with next departure at 4:50 a.m. on Nov. 3. < Greyhound bus depot is about 1 1/2 miles from C.U.T -- a 10 minute ride -- cab fare is about \$4. If you contact Mike Weber well in advance, he will try to arrange transportation from bus depot to C.U.T.
- < If you are coming in the night before, a convenient cluster of economy-type motels such as Red Roof may be found at I-75 Sharonville Exit #15 at Sharon Road, about 20 minutes from C.U.T.
- < Send your registration ASAP with \$14 per person to: **W. Mike Weber, 11041 Bodwell Court, Cincinnati, Ohio 45241. Phone: (513) 733-8911. Make checks payable to "OARP".**

OARP NOV. 2 MEETING IN CINCINNATI

! NAME _____	! NAME _____
! ADDRESS _____	! ADDRESS _____
! C/S/Z _____	! C/S/Z _____
! PHONE _____	! PHONE _____

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

Akron	Parkside Travel U S A	(216) 724-1800	Joel Brown
Alliance	Alliance AAA Travel	(216) 821-2323	(216) 456-6515
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	
Elyria	Tours & Travel Service, Inc.	(800) 443-7789	(216) 323-5423 Michael E. McClistier
Mansfield	Mansfield Travel Center	(419) 756-8747	Jay Gilbert
Massillon	Massillon AAA Travel	(216) 833-1034	Cheryl Anderson
Piqua	The Miami County Auto Club/AAA Travel	(513) 773-3753	Frank Neff
Solon	Searles Travel Service	(800) 877-9724	(216) 248-7740 Amtrak Al Mladineo
Tipp City	The Miami County Auto Club/AAA Travel	(513) 667-5333	Richard Hardesty
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.

Rev Oct 1991

Routine audit indicates OARP's finances in good shape

The Audit Report, submitted by Stephen Klipfel and Al Wolf, was approved at the OARP August 17, 1991 board meeting: "Based on reviews and tests as seemed appropriate, the audit revealed that the accounts were in good order and that the system of controls was effective and appropriate for the size and purpose of OARP In our opinion, the accounts and financial reports of OARP present fairly its financial position, and the accounts and their system of use provide reasonable assurance against the waste or misappropriation of OARP funds." Thanks, "auditors", and "nice going," Treasurer George!

BAGGAGE & EXPRESS

@@@ May 21 brought a derailment of 36 cars from a 137-car westbound Conrail freight at Marblehead between South Danbury North Road and a bridge across Sandusky Bay -- according to the Sandusky Register clean-up was speedy

@@@ A May 24 and June 10 story in the same newspaper suggests that Amtrak's Sandusky station will be sold soon to private developers

@@@ The June 23 Toledo Blade carried a full-page, colorful article on "Rails to trails", headlined "Rail roadbeds available for walking trails" -- Rails to Trails Conservancy is the outfit taking the lead on this movement with encouragement from conservationists, bikers, and hiking enthusiasts -- former rail roadbeds become trails and part of a landbank which may draw again on this property for possible future rail use -- on a related note we should mention our thanks to Jack Slalina of Youngstown for keeping us regularly posted on this movement for some time

@@@ June 16 Youngstown Vindicator offered an informative article on high speed rail with an update on OHSRA progress -- system planned for Ohio would incorporate travel on steel rails and would not involve the less-developed magnetic levitation

@@@ Al Wolf and his wife, Melinda, continue to write letters to people in Columbus including Governor Voinovich and Lt. Gov. Mike DeWine and State Rep. Robert E. Hickey who indicated that he will continue to support 3-C proposals through his budget support for the OHSRA

@@@ Recent issues of the Springfield News-Sun saw a photo of Springfield City Commissioner Frank Lightle in the engine compartment of a Conrail engine who was "surprised at the number of cars that crossed the tracks when the train was approaching and warning lights were flashing", and, a succinct letter by Harold Zweifel expressing his opposition to the wider use of trucks weighing 135,000 pounds or more, and, an AP article with photo about the improved dining fare on Amtrak, under the heading "Amtrak's cuisine gets back on track"

@@@ Recent issues of the Coshocton Tribune describe the sale of the "Panhandle line" (Columbus to Mingo Jct.) to the Columbus and Ohio River Railroad (a subsidiary of Ohio Central Railroad). OARP member Charles Yenni was present at the press conference along with Walter J. Kussmaul who tells us that "this accord completes efforts by Conrail, ODOT, Sen. Robert Murch, Sen. Robert Ney, Rep. Fred DiDonato, Rep. Marc Guthrie, Rep. Jerry Kupinski as well as County Commissioners from several counties working together to save this last rail link between Columbus and Pittsburgh." The Ohio Department of Transportation (which really has transportation and not just highways on its mind and has previously provided good support for Ohio shortlines) provided \$900,000 towards the effort

@@@ Saw a neat newspaper advertisement sponsored by the Association of American Railroads backing legislation to the freeze big trucks (long combination vehicles) at their present size -- if you want more info phone 1-800-592-2900

May 31 Cleveland Plain Dealer indicated that Amtrak, as part of a 10% cut in management, is closing its local sales office servicing travel agents -- this news is not being received well by area travel agents -- meanwhile Amtrak will continue to maintain its ticket office at Cleveland's Lakefront Amtrak station

@@@ Mike Weber, David Dawson, Rick Goerlitz, and Mike Poirier are the volunteers from West Chester Travel and OARP who cleaned and painted the Amtrak waiting room in Hamilton on June 1

@@@ April 30 Ravenna-Kent Record-Courier saw a front page article updating efforts on getting the PENNSYLVANIAN extended to Cleveland with a stop in Ravenna. Both Ravenna Mayor Kainrad and Congressman Eckart were quoted for their efforts in promoting the route seeking funding for the Ravenna connection -- June 9 saw a headline story in the same newspaper "Study endorses Ravenna rail stop: the possibility of an Amtrak passenger railway station in Ravenna edged closer to reality when the Akron metropolitan Area Transportation Study endorsed the project. Ravenna Mayor Donald Kainrad.....sent AMATS a letter requesting a study.....both the AMATS technical advisory committee and the policy committee" voted unanimously in favor

@@@ Word has it that Russ Aldinger (our Alliance Regional Co-ordinator) and his wife are dealing with some serious health problems -- we wish them our best and we encourage you to drop them a note

@@@ Saw an interesting article in the July 1 Business First, the business paper of greater Columbus, "Columbus tracks rail service. Convention center possible candidate for new terminalwith a proposed \$3 billion high-speed rail system connecting Cleveland, Columbus and Cincinnati at least a decade away, if it ever happens, some officials are looking at reviving conventional rail service as a near-term alternative form of transportation." The article asserts that if there is to be a passenger station downtown, the convention center is the logical location -- "while no firm plans are in place, support of conventional rail service is increasing because it may be easier to implement. A conventional system could be established in three to four years, as compared to eight to 10 years needed to make high-speed service a reality." For Columbus this article is a step up, although it misspelled Amtrak and is totally unacquainted with current Amtrak service in Ohio: "Currently Amtrak has limited service in Ohio, with just one stop in Cleveland." OARP Columbus area member Bill Schuler promises to speak to the organization, acquainting them with OARP and the current status and goals for Buckeye passenger rail

@@@ Thanks go to Steve LaConte, Walter Kussmaul, Daryl Gordon, Steve Klipfel, Bill Schuler, and others for providing material for this column

@@@ Word has come to us of the deaths of two long-time, faithful members of OARP: William Hunt of Columbus, who passed away on June 20, played a role in the initial organization of OARP, and David Beck of Dayton who died on July 12. Mr. Beck was a long-time OARP and NARP member and a generous supporter of our activities. They will be missed -- we extend our condolences to their families

@@@ OARP was represented

Railroad Mail Car
1920s
Presorted
First-Class



in a shared display at the Ohio State Fair in Columbus -- literature was distributed by Columbus areas OARPer on Saturday, August 10 @@@
 Al Wolf continues to do a nice job of writing to local government leaders -- his most recent response came from Richard P. Hartmann, Kettering's Mayor, who wrote "we continue to be supportive of the 3-C Corridor rail service concept [which] would benefit this region economically and offer a much needed alternative to automobile travel" @@@ Another shortline is growing and prospering: both the July 11 Norwalk *Reflector* and Sandusky *Journal* reported that Sunrise Cooperative Inc. has bought from CSX the former B&O railroad right of way connecting the Monroeville branch of Sunrise on U.S. 20 with the Wheeling and Lake Erie Railway. This will allow Sunrise to ship grain from Monroeville -- tracks will be rebuilt on the existing roadbed @@@ Hank Harvey, the Toledo *Blade's* staff writer who frequently covers rail news offered an August 5 article "Canada's VIA Rail going nowhere fast. The rail system of our northern neighbor was once the choice of transcontinental travelers because of its spectacular traverse of the wild Canadian Rockies. But on Jan. 15, 1990, the Conservative government chopped the system in half. What survived is showing signs of wear and tear and may not last out the 20th century" @@@ Did you know July 23 was the 25th anniversary of the highspeed run of the New York Central converted RDC equipped with two jet engines? -- it hit 183.85 mph at Melbern, Ohio @@@ And then there is Dayton, another city which was dealt out of passenger rail transportation over a decade ago -- The Aug. 20 *Daily News* reported that USAir Group Inc. will quit hub operations at Dayton International Airport in Jan. of 1992, "cutting service by as many as 90 flights a day and potentially dealing a major blow to the area's economic health." Sounds like air travel is not all that it is cracked up to be -- oh where are you, 3-C passenger train corridor service, when we need you? @@@ "The first major redesign of the traditional crossbuck signs that mark more than half of the nation's 181,000 railroad grade crossings may be tested on the busy and deadly Conrail mainline west of Toledo, state and railroad officials say," this according to an Aug. 19 article in the Toledo *Blade* by Hank Harvey. The design of these new signs involves "multicolored reflectors mounted below the standard crossbucks. The reflectors catch the light from an approaching train and reflect it into the vehicles at driver eye level."

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(Just a reminder: all SIGNED articles in "the 6:53" represent the opinion of the writer and do not necessarily reflect the views or position of the Ohio Association of Railroad Passengers or its officers.)

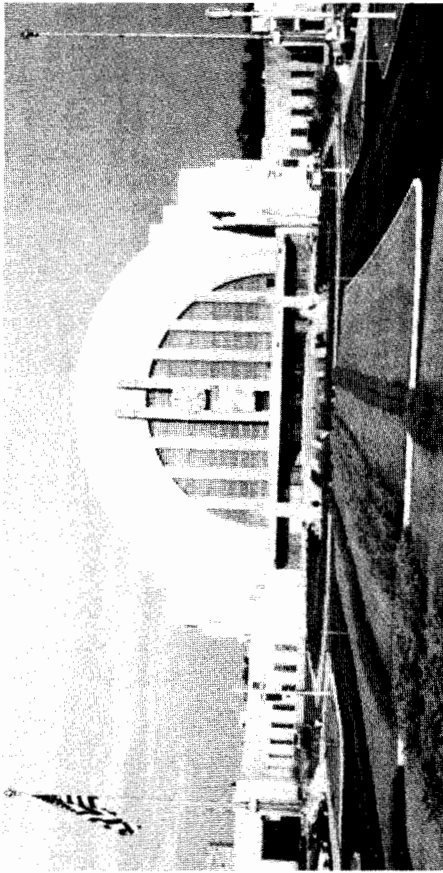
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the 6:53



In this issue...

Observing the return of Amtrak to Cincinnati Union Terminal and the dedication of this renovated facility

Articles include...

- ...Registration information for OARP's Nov. 2 Fall Meeting
- ...David Dawson on the first Amtrak train to C.U.T.
- ...A report on what's inside the renovated C.U.T.
- ...President's Column by J. Howard Harding
- ...CLE-PITT Update by Ken Prendergast -- the proposal gets bogged down -- will we ever see service on this corridor?
- ...Updates on regional OARP activities in Columbus, Toledo, and Cincinnati
- ...plus a lot more



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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 500+ 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 December issue -
November 15, 1991

..... CELEBRATING Amtrak's move and the return of rail passenger service to Cincinnati Union Terminal and the Dedication of the renovated and restored C.U.T. and

..... INFORMATION AND REGISTRATION FORMS for the Sat., Nov. 2 OARP Meeting at the Cincinnati Union Terminal

COVER PHOTO: Looking towards Cincinnati Union Terminal. Photo by W. Mike Weber.

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