

the 6:53

February 1992

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue # 99

The Proof Is In The Riding!

The Public Does Support Corridor Service

The outstanding success of Chicago-Milwaukee corridor service speaks volumes in support of proposals for rail passenger corridors in Ohio -- suggesting that the time for action on the 3-C corridor is now!

In a Tues., Oct. 1, 1991 article *The Milwaukee Journal* reported that "after a 51% increase in riders on Amtrak's Milwaukee-Chicago service in fiscal 1990 and an 11% jump so far this fiscal year, the railroad will add two weekday round trips between the cities later this month. The move to seven round trips a day on Oct. 27 comes after a request from the governor's office, but it's also a sign

that the attention paid to passenger rail service between the two cities two years ago has paid off." [Increased service is now on line -- the current Amtrak timetable lists 8 different daily trains including the EMPIRE BUILDER -- one can now depart Milwaukee as early as 6:30 a.m., and return as late as 12 midnite. Ed.]

The article continued: "The success of the demonstration program with Milwaukee exceeded our expectations for ridership and warrants the additional Hiawathas we are seeking," Gov. Tommy G. Thompson said after the new service was requested [This] means that trains will leave Chicago for Milwaukee nearly every two hours between 8:30 a.m. and 10:30 p.m."

This corridor offers "403(b) service", which means the state of Wisconsin contributes toward the cost of service. According to the *Journal*, over the last two years Wisconsin has contributed about \$722,000 towards this package.

In a follow-up article the Oct. 29, 1991 *Milwaukee Sentinel* noted that Gov. Thompson "has asked Amtrak to consider train service from Milwaukee to Madison and Green Bay, and that he is seeking to spruce up the Milwaukee station Long-term plans call for expanding the Milwaukee station to a mass transportation depot with light-rail, train and bus service all meeting at one location, said Ronald R. Fiedler, secretary of the [Wisconsin] State Department of Transportation."

Members of OARP have been tracking these events for some time, noting that Wisconsin's success speaks well for their assertion that people want and will support corridor rail passenger service.

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OARP President's Column

by J. Howard Harding

Ohio Department Of Development Supports Conventional Rail Passenger Service

Last issue, I reported that Stu Nicholson and I would be meeting with Howard Wise, Deputy Director of the Ohio Department of Development, to discuss his department's possible role in Ohio rail passenger service expansion. Stu and I discovered that Wise is personally supportive of passenger service.

In a subsequent letter, Wise wrote, that "..... conventional-speed rail passenger service would be an economic plus to Ohio." He added that, "..... the Department would be interested in entering into a public-private

partnership with each affected passenger rail city and private developers, using our conventional financing programs, such as lower interest loans, infrastructure grants and tax incentives, to develop the train stations, signal and track systems, and storage and maintenance facilities. The extent of the Department's assistance would depend on the number of jobs created, the amount of the investment and the contribution that the community and private sector would make toward each project. the Department of Development will do everything possible to help establish rail passenger service in our State."

This is a message which every community and every property owner/developer adjacent to major Ohio rail rights of way needs to hear loud and clear. Community and business leaders who want state development assistance can get it by agreeing to include rail passenger facilities in their development projects. Are you listening in Akron, Cleveland, Columbus, Dayton, Delaware, Fostoria, Grafton, Greenwich, Springfield, Sharonville?

OARP Energy Strategy Testimony

On December 16, 1991 I delivered testimony as OARP's President at the PUCO Ohio Energy Strategy Hearing in Cleveland. The ODOT representative said that OARP's was the only testimony presented at those hearings which addressed the role of transportation policy in energy conservation, but he also raised a common misconception about what OARP advocates. He asked how, in a democracy, can we force people to use more public transportation. I responded, verbally at the hearing

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**PLAN NOW TO ATTEND THE OARP/ NARP
MEETING IN INDIANAPOLIS ON APRIL 4**
Information and Registration Form on Page 5

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Corridor Support Continues to Grow

On the positive side are the indications that a broad base of support similar to Wisconsin's may be on the rise. Additional backing from the Ohio governor's office has been hinted at in comments from Jeff Honefanger and John Platt of the Ohio Department of Transportation.

Corridor dreams have been on the books and actively promoted in Ohio for the last 15+ years, for that is when efforts for the extension of passenger service from New York, Philadelphia, Harrisburg, Pittsburgh to Beaver Falls, Youngstown, Ravenna, Bedford, and Cleveland were first proposed.

The "3-C Corridor" is the main Buckeye corridor extending from Cleveland through Columbus and Springfield and Dayton to Cincinnati. (Some are asserting that its correct identity is the "3-C plus S & D Corridor.") This too has been advocated and promoted by OARP for well over a decade.

OARP sees the success of the Chicago-Milwaukee Amtrak corridor service as another indicator that citizens of the states do want frequent corridor passenger trains, and that they will support them with their ridership. Many see the problem in Ohio not as public disinterest or rider apathy, but as a matter of priorities in the state. Hopefully we are getting closer to the day when dreams become reality.

Dayton Votes To Retain Trolley Buses

by Al Wolf

The Miami Valley Regional Transit Authority Board of Trustees voted to retain the electric trolley buses as the core of the RTA transit system on Dec. 3, 1991, reversing an earlier decision to end electric operation by the end of 1992. The earlier, 1988 decision to end trolley bus operations was based primarily on the costs for replacement vehicles which were to be dual-mode, that is, capable of operating on electricity, or under diesel power for up to eight hours -- a factor which added considerably to the costs.

RTA hired an independent consultant, Booze-Allen and Hamilton of Philadelphia, to perform an independent study to determine whether to retain or scrap the system. Important factors in the recommendation to retain the electric system were the increasingly tougher emission standards being applied to diesel buses. Another factor were the costs to scrap the system, estimated to be more than \$5 million.

A number of environmental and other organizations deserve special credit for the fight to retain the trolley buses. Your OARP passed a resolution in 1989 supporting retention of the system as did the Tecumseh Group of the Sierra Club. OARP members Manfred Orlow and Al Wolf attended almost all the public meetings with the consultants in the Summer and Fall of 1991. The Save Our Trolleys Coalition of Dayton was an early and vocal opponent of scrapping the system, and its members deserve a great amount of credit for their perseverance in this issue.

Retention of the trolley bus system as the mainstay of the Miami Valley transit system is a significant victory for transit advocates and environmentalists and for the citizens of Dayton, something of which we all can be very proud.

(Continued From Page 1)

More -- OARP President's Column

and more extensively in a subsequent letter, that we felt that the real question ought to be, "How, in a democracy, can we continue to force people to drive and to make every fuel purchase an economic vote for ever-more highways." The real problem, from OARP's perspective, is the lack of choice NOT to drive.

Public policy makers need to develop a clearer understanding of the social, economic and environmental factors which now support our current auto dependence before asserting that people freely chose to drive everywhere. That will require a detailed analysis of:

1. *The total spending by all levels of government in Ohio, by mode, for:*
 - a. Transportation capital investment;
 - b. Transportation operating costs;
 - c. Transportation support service --
 - police (auto theft, accidents, traffic control);
 - fire (accident clean-up, vehicle fires; chemical spills);
 - paramedic services;
 - general administrative services.
2. *The total transportation user fee revenues by source and governmental level:*
 - a. Fuel taxes
 - b. Tires, batteries, etc.,
 - c. License & registration fees
 - d. Other _____
3. *Net difference between transportation spending and transportation user fee revenues, totaled by mode and by governmental level.*
4. *Sources of funding to cover the net difference, by mode and by governmental level:*
 - a. Sales Taxes
 - b. Property Taxes
 - c. Other _____
5. *State transportation fuel tax equivalent needed to eliminate the non-user fee subsidy for each mode.*

Additional private subsidies to auto use result from such public policies as failure to tax employer provided free parking. Once the real costs to society of mobility in general and of auto mobility in particular are more widely known and understood, far more people will use public transportation. That trend could be accelerated by changing public policies to ensure that point-of-use charges are proportional to real costs for each mode.

Amtrak Update

The Cleveland *Plain Dealer* reported from the wire services on Nov. 11, 1991 that "Amtrak told Congress yesterday it will end the years-old practice of dumping human waste along tracks -- if Capitol Hill provides \$85 million. The rail passenger line is under a deadline of Nov. 15, 1996 to have its nationwide fleet equipped with waste-holding facilities."

We understand that Amtrak plans to test the tilt-train technology on the northeast corridor. Early next year Amtrak will begin testing the X2000, a five-car, \$15 million train now making high-speed runs on the Swedish State Railway. We are told that computers mounted over the wheels of the train anticipate the curves.

A Business Leader's Strong Case For 3-C Train Service *by Stu Nicholson*

If you've ever done much business travel between the "3-C" (Cleveland-Columbus-Cincinnati), you probably already know the thrills of driving I-71: spilling coffee on your pant leg while trying to hold your cellular phone between your shoulder and chin, keeping at least one eye on the road, while the other looks for any place that has a public rest room, and all the while doing the tango with the orange barrels. Oh yeah, lots of laughs.

Even if you don't see yourself in this picture, imagine those who do battle with the 3-Cs every week or (worse) every day. Imagine, if you will, the corporate executive, faced with deciding whether to locate in Ohio and where. Think about this my friend. We're talking about potential development and construction business here.

Now, what might that executive think if his people had a third travel option -- rail? Unfortunately, at the present time, there isn't an option between Ohio's three largest cities. In fact it hasn't been an option for close to 20 years. But it should be!

We tend to think of rail travel today as something for the pleasure traveler, or the nostalgic. Coming from a family of railroaders, and (I confess) being a rail buff myself, I cannot deny wishing I could board my family on a train in downtown Columbus, and explore the United States at "see-level." But to view rail passenger service as performing only that function is just a bit short-sighted.

Take a look at Amtrak's Northeast Corridor, running from Boston through New York and Philadelphia and on to Washington D.C. It is used (by a vast majority) by business travelers. Why? Because it is simply more efficient and cost-effective than flying or driving. With as little distance that separates Cleveland, Columbus, and Cincinnati, there is no excuse that we can't have the same experience here in Ohio. What's more, to restore rail passenger service to the 3-C Corridor would give us yet another tool to attract businesses to Ohio, and that means business for all of us in the commercial real estate and development field. Don't sell business rail travel short! Instead of putting up with the time-consuming hassles of driving or flying, consider what it would be like to board a train in Columbus, open your notes or your laptop computer, organize yourself for that meeting in Cleveland or Cincinnati, walk to the dining car for coffee or a hot breakfast, and arrive in the heart of the city ready to do business. I can't say it would be bad to be able to kick your feet up and relax on the ride home, without having to worry about the weather, the road, the orange barrels, the late flights, the canceled flights, and all of the other potential headaches.

Next question. How do we help make it happen? Our state legislature has had several opportunities to establish rail passenger service through joint state and federally funded Amtrak 403B service. Such service is now underway in our neighboring state of Pennsylvania, and is succeeding. It can succeed in Ohio, if we as citizens and business people, tell legislators and other government leaders that we want it.

Some day, it may be high-speed trains that run the 3-C Corridor, and I believe that will happen. But conventional,

state-of-the-art Amtrak service, if approved today, could be up and running in less than a year and a half. And, even at conventional speeds, it could still take you downtown-to-downtown in less time than it takes to drive.

But none of this will happen until our elected representatives realize that rail passenger service is wanted by more than rail fans yearning for the good old days. They must be made to understand that it is a valuable business tool, both to be used by business and to attract new business (and jobs) to Ohio. And that's good business for all of us!

Talk to your business contacts. Talk or write to our state representatives. Silence gets nothing done.

We are in the business of developing and building the offices, warehouses, and of the commercial structures that businesses need as they establish, grow, expand, and relocate. We have the chance to add another tool that can help Ohio add to its reputation as a good state to start or relocate a business. Let's tell our leaders we want that tool.

(Stu Nicholson is a member of OARP and active in efforts to restore Amtrak service to Columbus. The above editorial, reprinted by permission, is written by Stu in the Nov./Dec. 1991 Newsletter of the Central Ohio Chapter of the National Association of Industrial and Office Parks (NAIOP).)

B & O Track Removal Now Underway In Athens *by Daniel E. Innis*

The former B & O Ohio Division through Athens, OH has been removed. CSX crews are now about 7 miles east of town working toward Belpre, OH on a line which hosted a number of famous trains through the years, including B & O's Cincinnati, and more recently, Amtrak's Shenandoah (which traversed the route until 1981.)

Rail west of this point to Red Diamond in Vinton County had been removed previously, while the rail from Athens to Belpre remained in place due to some interest by Conrail and some coal companies in purchasing this section to move coal.

Crews arrived in mid-November to begin work on rail removal. Because the diamond at Grosvenor had been removed, two CSX locomotives were used to pull rail across Ohio SR 682 and the Conrail line, resulting in the closure of both for one day. The rail was pulled to the east side of these obstructions for later loading onto the rail train.

The removal made an impression on Athens. Local news coverage was good, since the line splits the Ohio University Campus. When the locomotives came to pull the rail across route 682, students in apartments on campus adjacent the line reportedly lined their balconies and cheered, pleased to see activity on the line. The siding to the east of town at Canaanville has been a base of operations during the week, with locomotives and cars cycling to Parkersburg on weekends. Ohio University has purchased the right of way from the east side of Athens through campus for use as a bike path, and the city of Athens has purchased land on the west side of town for another bike path. Athens county is reportedly negotiating to purchase more right of way to the west of the city limits, again for bike use.

Cleveland-Pittsburgh Update (PENNSYLVANIAN extension)...

by Kenneth Prendergast, CLE-PITT Project Director

As mentioned in the last issue of *the 6:53*, five capital improvement projects have been specified by Amtrak as necessary for the extension of the PENNSYLVANIAN to Cleveland via Youngstown. Of these, reinstating the Ravenna Connection [see adjoining column for diagram] is THE linchpin to the extension -- it is the missing link that physically prevents Cleveland-Pittsburgh trains from serving the more populous Youngstown route.

Located midway between Cleveland and Youngstown, the Ravenna Connection would link Conrail's 50-60 MPH Cleveland-Ravenna segment with CSXT's 79 MPH Ravenna-Youngstown artery. At one time, there were actually two connecting tracks at the junction. After the recession of the early 1980's, the surviving connecting track was removed. Many observers in the region wondered if Conrail was being short-sighted when it ripped out the Ravenna Connection. After all, it was the last direct rail link between Cleveland's industries to those left in Youngstown. By removing a link from this industrial chain, the entire chain may have been weakened. However, this sad history lesson could rebound into an exciting future.

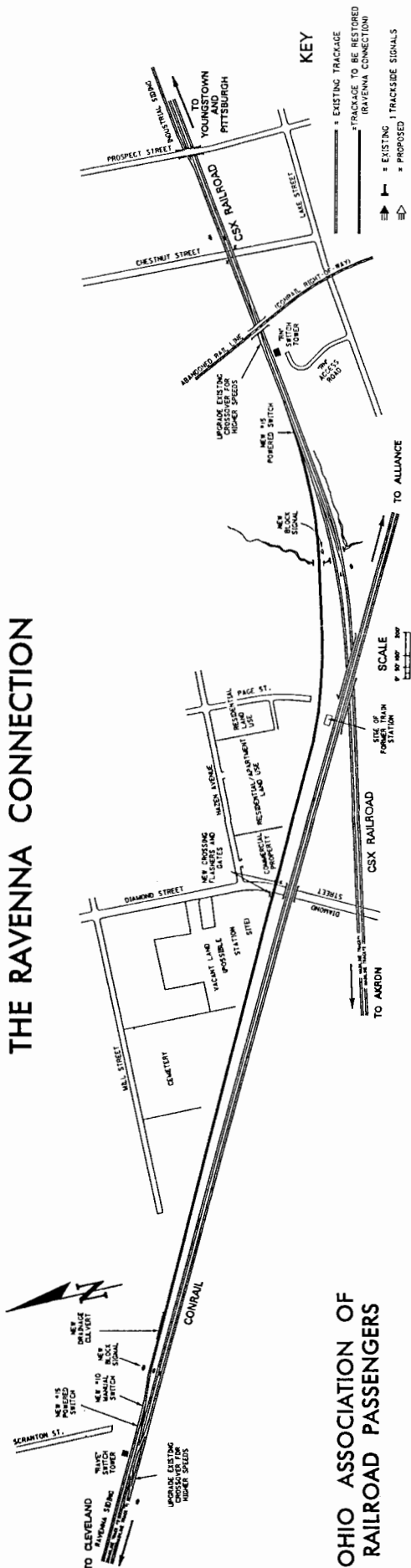
Once the \$4 million price tag is paid, construction would begin on the largest single capital project in Ohio during the last few decades to be intended primarily for intercity passenger rail service. Amtrak's vision of the reinstated Ravenna Connection would have the rail link built up to par with the superb infrastructural standards applied to the mainlines at either end. The 4,500-foot long alignment would be re-laid from the sub-ballast up, requiring new ballast, ties, continuous welded rail, and better drainage. At either end of the restored connection, new powered switches and attendant signalling would be installed, wired into existing electric traffic control systems that are replacing the closed RAVE (Conrail) and RN (CSXT) interlocking towers.

New automatic flashers and gates would need to be installed at the Diamond Street crossing. Also, near the crossing, is vacant land, an ideal location for the Ravenna Amtrak station as well as some mixed-use commercial/ residential development. The PENNSYLVANIAN would be able to make it's Ravenna station stop on the connecting track instead of on one of the two mainlines, thus limiting any interference to freight traffic on either CSXT or Conrail.

Nonetheless, the image of a revived Ravenna Connection is exciting. The vision is that of converting a desolate roadbed strewn with weeds and mud puddles to a modern, fully-signalled, heavy-duty track, one that would unite two busy mainlines as well as two populous urban areas of northeast Ohio.

In an upcoming issue of *the 6:53*, I will illustrate the two capital projects in Pennsylvania: the New Castle Connection and the Koppel Secondary.

THE RAVENNA CONNECTION



OHIO ASSOCIATION OF RAILROAD PASSENGERS

Amtrak And Yield Management

The Nov., 1991 *TravelAge MidAmerica* contained an article on Amtrak's new automated system for **Yield Management**, a revenue-enhancing tip taken from the airlines stating that "Amtrak will be able to juggle seat availability within categories on a daily basis and automatically cut off discount availability on certain route segments as they fill up.....the system will also allow the rail line to 'fine-tune overbooking' to control losses caused by no-show passengers." While it appears that the very complex fare schemes and non-refundable ticket programs offered by the airlines will not be followed by Amtrak, it does suggest that low-fares on popular and well-travelled routes will be limited. There may also be a big plus with this program: when a particular segment or route has a low number of bookings, additional low-priced seats may open up at the last minute in an attempt to increase the passenger load.

Columbus Area OARP Activity Update by Robert M. Boyce

The record attendance at the Jan. 11 Red Door meeting included five new faces, Steve Buchanan, John Marshall, Ray Mihalsky, Paul Pearson, and Glenn Williams.

Jack Hueling, assistant for Fred Anderle's "Open Line" radio program on WOSU, has arranged for another segment on Ohio passenger rail prospects for Jan. 22 with Jim Betts of the Ohio High Speed Authority and Howard Harding on a telephone hookup.

At the Jan. 11 meeting Stu Nicholson reported on a Jan. 9 marketing meeting in Dayton with Tom Pulsifer and Mark Anthony at which arrangements were made for OARP to cooperate with the Bill Picuch Organization. This organization is one of three companies contracted by the Ohio High Speed Rail Authority to develop a public relations, marketing, and advertising strategy for the high speed rail plan. Chairman Jim Betts of the OHSRA said that conventional rail must be developed as a forerunner of high speed rail. Others also noted that without developing a conventional passenger base, Ohioans will never look favorably on high speed.

Mary Eckert called attention to the deficiencies at many Amtrak stations -- station personnel lacking, no rental cars to make connections, and poor security. Attention was focused on

Fostoria, Amtrak's closest stop to central Ohio -- Mary was appointed ombudsman to arrange for three or four members to visit with Fostoria city officials about the station's problems. A need was expressed for a more coordinated approach to writing letters to the editors of various local publications.

Bill Schuler pointed out an increased interest in light rail development among central Ohio planners as reflected in the winter newsletter "Horizons" of the Mid-Ohio Regional Planning Commission (MORPC). The article explained a two-year study looking at a "fixed guideway" regional rapid transit system combined with modern bus transit, which the Central Ohio Transit Authority has commissioned MORPC to undertake.

I reported on conversations about the need for a Columbus intermodal station with Bill Lillyman, manager of the Columbus Convention Center, and with Ted Kanatas, manager of the adjoining Hyatt Regency Hotel. Both appeared eager to have an intermodal station at or near the site.

Stu Nicholson pointed out the need for planning a spring rally at Arch Park -- a meeting of the Arch Committee was set for Jan. 25 at 10:00 a.m., Red Door Tavern.

The next local OARP meeting has been planned for Feb. 8, 10:00 a.m., at the Red Door Tavern, 1736 W. 5th Avenue, Columbus.

OARP SPRING MEETING *** NARP REGION VI MEETING at the Ramada Inn South 4514 S. Emerson Avenue, Indianapolis, IN 46203-5991 Saturday, April 4, 1992 - 8:15 a.m.

Ramada Inn South Location ...

...located at 4514 South Emerson Avenue, Beech Grove (Indianapolis)
...at the South Emerson Exit of I-465

< **Agenda begins at 8:15 a.m. and includes guided tour of Amtrak Beech Grove Maintenance Facility, meetings of respective state associations (including OARP), an address by featured speaker, Ross Capon, Executive Director of NARP.**

< Meeting is hosted by Indiana Association of Railroad Passengers.

< INDARP will be pleased to provide transportation to/from Indianapolis Union Station and Indianapolis International Airport, at reasonable hours. Please indicate specifics on your registration form.

< Out-of-town attendees should make their own overnite reservations with the Ramada Inn South, 4514 S. Emerson Ave., Indianapolis, IN 46203-5991, Phone (317) 787-3344. Ask for special INDARP rate, \$48 single, \$50 double, \$125 suite, all + 10% tax.

< **Registration cost for the meeting is \$20 per person, which includes morning coffee and juice, a complete hot buffet lunch, and use of meeting facilities.**

< **The meeting registration deadline is March 28. Due to space limitations, and out of consideration for those who have registered for the meeting, the Beech Grove Tour will be open only to those who have registered.**

AGENDA:

8:15 a.m. Gather in Ramada Lobby to car pool to Amtrak's Beech Grove Maintenance Facility.

8:30 a.m. Tour of Amtrak Maintenance Facility. Cameras are welcome. Wear appropriate shoes and clothing for a walking tour of a large industrial facility.

11:00-11:30 a.m. Coffee and juice break at the Ramada.

11:30-NOON Meetings of respective state associations.

12:15-1:30 p.m. Hot buffet lunch.

1:45-2:45 p.m. Meeting resumes, featured speaker, Ross Capon.

2:45-4:00 p.m. Presentations by respective states, selection of 1993 meeting site, other business.

4:00 p.m. Adjournment.

< **Send your registration ASAP with \$20 per person to: Phil McGeath, 5346 Chipwood Lane, Indianapolis, IN 46226. Registration deadline is March 28. More info? Phone (317) 546-7218**

< Do NOT send your NARP ballot to Phil McGeath -- please follow the directions on the ballot to send it to John Clark in Indianapolis.

!-----OARP/NARP MEETING IN BEECH GROVE ON APRIL 4-----!

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

!-----!

1991 Transportation Reauthorization Act

This legislation was approved by Congress without language permitting states to use highway funds for rail passenger service capital investment and contracting [403(b)] costs. Seasoned observers tell us the reason for the exclusion had nothing to do with the merits of the concept: Amtrak was excluded solely because of US House committee jurisdictional jealousies! This Act was developed by the Public Works Committee which has jurisdiction over highways and transit; Amtrak is under jurisdiction of the House Energy and Commerce Com. Seems Public Works Committee members did not want an Energy and Commerce program to use their money. This in-house scrapping always takes a toll. Seems to us the money belongs to neither committee, but rather to you and me, US taxpayers!

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) 456-6315	
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 Beck
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. McClister
Mansfield	Mansfield Travel Center	(419) 756-8747	Jay Gilbert	
Massillon	Massillon AAA Travel	(216) 833-1034	Cheryl Anderson	
Plaquemine	The Miami County Auto Club/AAA Travel	(513) 773-3753	Frank Neff	
Sandusky	Sandusky Travel Service, Inc.	(419) 626-4633	Roberta Slyker	
Solon	Searles Travel Service	(800) 759-7404	(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.

Updated: February 1, 1992

BAGGAGE & EXPRESS.....

@@@ Recently we saw a reprint (thanks to Mike Weber) of an article in the July 14, Cincinnati *Enquirer* entitled "Rails in Cincinnati's future?". It traces efforts to develop a three-branch light rail system in Cincinnati in the 1950s -- it's nice to see this proposal resurfacing as a viable transportation option for the Queen City @@@ Recent issues of *The Mid-Atlantic Passenger*, published by the Pennsylvania-based Keystone Association of Railroad Passengers, have taken on a new look (similar to the 6:53), thanks to new word processors and printer usage. Nice job, keystoneers, looks great! @@@ Nov. 4 and 27, 1991 saw several articles in the *Wall Street Journal* dealing with negotiations between Norfolk Southern Corp. and the United Transportation Union and also the Union Pacific Railroad Co. with the same union -- dealing with crew reductions -- dropped employees were given \$50,000-\$60,000 separation payments or remaining in reserve status at about 75% of their pay

@@@ Saw a Sep. 8, 1991 Toledo *Blade* article by Hank Harvey on the White Pass and Yukon railroad, a route identified as "one of the ruggedest in North America, trailing from Skagway to Whitehorse -- sounds challenging, but beautiful @@@ Thanks to Harry Brown of Tonawanda, NY for sending us a Oct. 10, 1991 Buffalo *News* letter by Robert J. Miller who wrote "I became more frustrated with the state of our nation's public transportation system. That is, until I discovered one of America's best-kept secrets -- Amtrak There are large comfortable seats without seat belts (apparently unnecessary), spectacular outdoor views, a ride that parallels the finest limousine, courteous crews, and a remarkable on-time performance that is a miracle of modern transportation." @@@ Dayton *Daily News* on Nov. 24, 1991 reported in its TravelPlus section that "Train travel builds up steam. Nice positive article covering trains in Europe, Great Britain, Japan and a good plug for Amtrak service

@@@ Dec. 8, 1991 Youngstown *Vindicator* saw an article updating progress on the restoration of the former B & O station in Youngstown -- the restaurant-bar-banquet center staged a grand opening in December with the St. Elizabeth Hospital Medical Center Junior Guild's annual charity ball. The article noted that "opening a restaurant in an isolated section of downtown Youngstown may seem pure folly to some. But the B & O Station's manager says the timing is right." Sounds like a neat place to eat with food at reasonable prices. While Amtrak uses the platform along the station, we are not sure as of this date if part of the renovated terminal is being used for Amtrak service -- last time we disembarked, the portable waiting room was in place, with station service emanating from the nearby bus station. The Dec. 22 *Vindicator* ran an article by business editor, Dan Pecchia, indicating that the restoration of the B & O station in Youngstown will gauge the viability of that city's downtown area. At stake is the use of public funds in renovating a private venture -- to date there has been over \$350,000 in an outright grant and a \$1.2 million loan which has been interest-free since April @@@ Plans are getting more certain for a permanent Amtrak station in Akron --

@@@ Credit where credit is due: we erroneously reported that the cover photo in the Dec., 1991 6:53 of the banner on the Arch in Columbus was by David Lebold. He did not flick the shutter, and as soon as we find who did, we will give proper credit @@@ Nov. 17 Columbus *Dispatch* gave an update on the sale of the 160-mile Conrail Panhandle Line to the newly formed Columbus and Ohio River Railroad. According to the article this "sale will assure a direct train route from Columbus to Pittsburgh for businesses along the line." @@@ The Dec. 9, 1991 Columbus *Dispatch* gave an upbeat editorial that noted a recent survey in which business executives now consider Columbus as one of the best places to do business. The article noted that "Columbus is sixth, up a rung from last year. Cincinnati does well, too, moving up from 13th to seventh Columbus happens to be blessed with a favorable geographical location, the highway system is very good and getting better, the airline service is so-so and definitely needs to be upgraded. The city is well positioned in the event freight and passenger rail service ever make a comeback in this part of the country." It's a nice article in this Columbus paper, but we will be even more impressed when the Columbus *Dispatch* takes a lead in editorializing and promoting the urgent development of 3-C service by Amtrak. May we suggest that this capitol city newspaper take a page from the Toledo *Blade* when it comes to promoting rail service (rather than just longing for a comeback!)

@@@ Going from kid-gloves to serious business. The Dec., 1991 NARP newsletter reported that "because Boston's Central Arterial Project is the only likely opportunity to bring modern intercity passenger trains to Maine, New Hampshire, and northeastern Massachusetts -- and to unite Greater

Railroad Mail Car
1920s
Presorted
First-Class



Boston's two separate commuter rail systems -- NARP filed a lawsuit Nov. 4 in U. S. District Court in Massachusetts against the Federal Highway Administration and the Commonwealth of Massachusetts. NARP is seeking contributions to support this lawsuit

@@@ The Dec. 14, 1991 Columbus Dispatch saw a succinct letter by OARPer Walter J. Kusssmaul of Coshocton advocating development of 3-C service using existing tracks with a start-up cost of \$15. He compares this to a start-up cost of \$3 billion for a high-speed system. He also notes that 3-C stops could include Galion, Delaware, Springfield, Dayton, Middletown, and Sharonville. No doubt about it, the best advocacy voices we have are the very members of OARP when they write to their local newspapers and keep after their state legislators @@@ Dec. 11, 1991 Toledo Blade reported that the Norfolk & Western Railway is removing tracks on the 47 mile stretch from Maumee to Montpelier, adding that interest is high in preserving this route as a bicycle and/or hiking path @@@ Dec. 13, 1991 Blade featured a photograph of OARP activist Richard Cartwright bearing a sign extending holiday greetings to Amtrak passengers as their train moved through the Toledo Union Terminal @@@ Dec. 22, 1991 Dayton Daily News featured a comprehensive article on the various proposed high-speed lines under consideration -- article also spoke about funding, research, and development @@@ State of Michigan honors Amtrak at 20 years: thanks to The Wolverine Passenger, the newsletter of the Michigan Association of Railroad Passengers for a copy of the "Certificate of Special Tribute" signed by Michigan Governor John Engler who penned this proclamation "in honor of THE 20th ANNIVERSARY OF AMTRAK, for its great success in preserving our national rail passenger system and for providing the citizens of the State of Michigan and all Americans with an important transportation alternative" @@@ Thanks to Stu Nicholson, W. Mike Weber, Stephen Klipfel, Harry Brown, Jack Slanina, David Lebold, George Bayless, Walter Kusssmaul, Richard Cartwright, Bob Boyce, Ken Prendergast, Howard Harding, and others for supplying materials for this issue and this column.

DIRECTORY of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, INC. (OARP) Updated: Feb. 1, 1992

Table listing OARP members and their contact information. Columns include title (e.g., PRESIDENT, VICE-PRESIDENT), name and address, and phone number. Includes sections for various geographic areas (Cleveland, Toledo, etc.) and national services.

(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.)

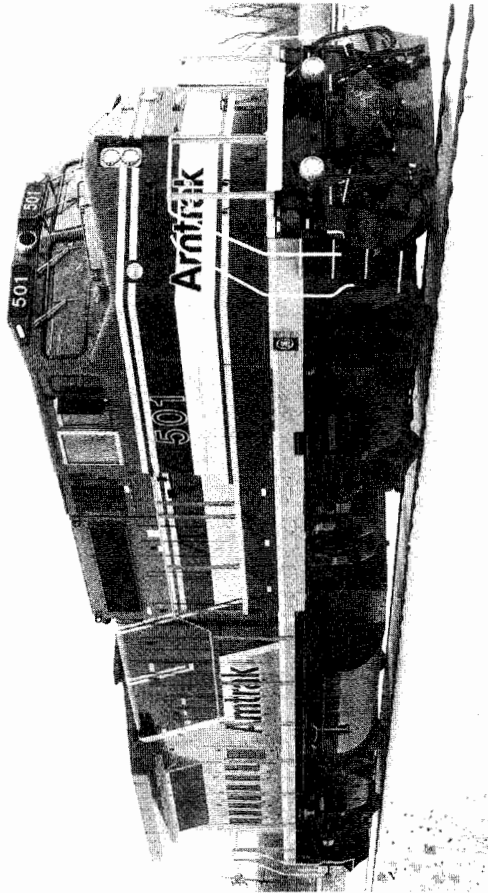
JOIN and help get Ohio moving on modern passenger trains! OARP is NOT another "railfan club". We are rail transportation advocates. OARP is the statewide voice of concerned citizens working together to help achieve better rail passenger services. We're over 500 strong, and we are moving forward together 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



DASH 8-32BWH for AMTRAK: one of the first 20 units of an order for 52 diesel electric passenger locomotives manufactured by GE Transportation Systems in Erie PA. Your editor spotted two of these leading the SOUTHWEST CHIEF out of Chicago Union Station on January 24.

Amtrak Photo



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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.
-- ALL ABOARD!

DEADLINE: for the April issue -
March 15, 1992

In this issue.....

-OARP President's Column
-The success of the Milwaukee-Chicago corridor
-Diagram of "Ravenna Connection"
-Articles
-Amtrak news, and lots more.....
-**Information and Registration form for April 4 OARP/NARP Indianapolis Meeting**

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